

# LESLIE'S WEEKLY



Rescuing the Shipwrecked—Coming Ashore in the Breeches Buoy.

Drawn for "Leslie's Weekly" by Worden Wood.



# LESLIE'S WEEKLY

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Thursday, March 17, 1904

## Good that May Come from War.

THAT THE war now in progress in the far East will bring a vast amount of loss and suffering to both nations engaged in it, for which no adequate compensation will follow to either the victor or the vanquished, might go without saying. This has been the history of all wars, and it is not likely that the one now in progress will prove an exception. If Russia wins, her control of Manchuria will be confirmed and continued, and she will probably claim, and be allowed, possession of Korea as hers by the arbitrament of war. Russia will also levy and collect a huge indemnity from Japan as a part of the penalty which the latter must pay for taking up the gage of battle. But all this accession of territory, valuable as it will be to Russia's commercial interests in the East, will not make good the losses which Russia is certain to sustain in the course of this war in the shape of disordered finances, demoralized industries, the increase of social discontent among her working classes, to say nothing of the loss of tens of thousands of lives and all the woe and wretchedness in many forms that follow as the aftermath of war in every country.

Should Japan be the victor her future as one of the leading Powers of the world and the dominant nation in the far East will be assured. Korea will be hers instead of Russia's, and she, too, will have her indemnity. But these gains, though very great for Japan, will be dearly bought in life and treasure. Neither added territory nor an enlargement of power and prestige can restore to the sorrowing and stricken homes of Japan the vast multitude of her citizens whose lives will be sacrificed in this contest.

Such good as may come from the war, such compensations as may follow in its train, must be looked for in the broadening and uplifting effects of the contest upon the countries where it is waged, and whose possession and control constitute the real *casus belli*. So far as the benefits to be derived from modern civilization are concerned, there can be no doubt that Manchuria will be far better off under either Russian or Japanese rule than under Chinese, as this region still is nominally. Manchuria has already benefited greatly by Russian administration of her finances, her railroads, and her local government, and these gains will be confirmed and extended when Manchuria passes completely under the control of a more highly civilized Power.

But to Korea most of all will the war be practically certain to bring a large measure of advantage, no matter which party to the contest may claim her as the spoil of victory. Korea, which remained up to a few years ago the "hermit nation" of the East, is still in a benighted condition, with a government and a people but few grades above savagery. The country has no educational system whatever and the masses are still in the lowest depths of ignorance and superstition. Industrial enterprise and development are rendered impossible by the national prejudice which forbids innovations of any kind as being disrespectful to the ancestral relations of the people. The existing government, as administered by all, from the Emperor down to the lowest village officer, is crude, grossly inefficient, and corrupt to a degree hardly appreciable by an Occidental mind. The country is filled with officials who do nothing but draw their salaries, and whose maintenance, enforced as it is by every species of cruelty and oppression, is a crushing burden upon the laboring classes. Justice as administered by the local magistrates is worse than a farce, since decisions go almost entirely as a matter of favor or in return for bribes.

All this will be changed when Korea falls into the hands of an enlightened Power whose interest it will be to develop her natural resources and bring her twelve millions of people up to a higher level of civilization. Japan is much better constituted to do this work of regeneration in Korea than Russia, since the two countries are not only near together geographically, but are closely akin in their racial, religious, and

social features, and thus understand each other better at the start. Korea has, of course, been under Japanese influence and tutelage for years, and the best interests of civilization and humanity will be furthered should the country fall to Japan rather than to Russia as a result of the present struggle. This would seem to be the manifest destiny of Korea, though the fortunes of war may determine otherwise.

## The Gateway for the Immigrant.

THE PERSONNEL of the commission appointed by President Roosevelt last September, to investigate the conditions existing at the bureau of immigration at Ellis Island, was such as to absolutely insure a vigorous, thorough, and impartial inquiry, and the report of the commission just made public, with its findings and recommendations, has, therefore, special weight and significance. It is gratifying to note that the investigators have nothing but praise to offer for Commissioner Williams, who has had charge of the bureau for a year or more. He is entitled, they find, to the highest commendation for the indefatigable zeal and intelligent supervision exercised in administering the affairs of the Ellis Island station, and for the humane consideration invariably shown to the immigrants while they remained under his jurisdiction. This is a just tribute to a faithful, vigilant, and conscientious public servant, whose duties are often of a specially difficult and exacting kind, and it will be highly gratifying to the American public interested in the welfare of immigrants to be assured that the station at Ellis Island is now under the control of a man of this character.

The commission found that the buildings at the island are inadequate; that their sanitary conditions are bad, and that other abuses exist for which Commissioner Williams is not responsible and which he cannot remove unless so authorized by law. To meet these points the commission has several recommendations to make. One of the latter is directed against the abuse arising from the construction of the present contract-labor law. Certain modifications of this law are suggested in the interests of ordinary justice and common sense. It is recommended, for example, that the law be not construed to apply to aliens, otherwise eligible, who, through relatives or other proper sources of inquiry, have ascertained before coming that reasonable opportunity for finding work exists, nor to aliens of the character of certain textile workers who were deported some months ago because of an alleged violation of this contract law, but who came to fill places that could not otherwise be filled, and were workmen of the highest skill and intelligence. Against a repetition of such absurd and vicious constructions of the law as these the commission does well to protest, and it does it none too strongly.

## Let Us Have Peace.

LIKE A BOW of promise over against the dark and angry war-clouds rolling up on the Eastern horizon, and the threats and mutterings of war in the Balkans and other parts of the world, stands the recent action of various great Powers in forming compacts among themselves designed to minimize the chances of war in the future. Thus we are assured on the best authority that a treaty of arbitration between France and the United States will be signed shortly, and it is understood that similar agreements have been proposed to our government by the diplomatic representatives of Italy and Holland. It is also announced that the Secretary for Foreign Affairs of Ecuador and the Peruvian minister at Quito have signed a protocol, submitting the Ecuador-Peruvian boundary question to the arbitration of the King of Spain. All this shows that if war is in the air it is equally true that the spirit of peace is affecting the conduct and attitude of nations as never before. So far as the action of our own government on the proposed arbitration treaties is concerned, we are assured that the chief responsibility rests upon the Senate.

President Roosevelt and Secretary Hay are both strongly in favor of such agreements, but they have wisely taken the stand that treaties of this kind ought not to be submitted to the Senate until some assurance is forthcoming that they will receive favorable treatment at the hands of that body. It seems almost inconceivable that our national Senate would fail to endorse a programme which has received the approval of the leading nations of Europe, yet we have to remember that this is just what the Senate did with the arbitration treaty negotiated with Great Britain in 1897, despite the fact that the instrument had the practically unanimous support of enlightened public sentiment in this country without regard to party. The failure of the Senate at that time disgraced us in the eyes of other nations, but a failure now would be manifold more shameful, since the cause of international arbitration has made vast strides since 1897, and there is far less excuse for inaction now than there was then.

## The Healthy Philippines.

SECRETARY TAFT is performing a service for the Philippines of a practical and most valuable kind by emphatically denying reports in regard to the insalubrity of the climate and the islands' general unfitness for white habitation. The secretary is in a position to speak with authority upon this point, as upon most other things connected with our insular possessions,

and his statement before the national Republican editorial convention at Washington recently, that climatic conditions in the Philippines have been grossly misrepresented and that they are, on the whole, entirely favorable to health, provided that common sense is exercised, will be accepted as conclusive. It is well to have this statement made in such positive form from such a source, for nothing, probably, has operated more directly to restrain white emigration of the better sort to the Philippines than the current belief that the climate was almost intolerable for a part of the year. In the Philippines, as in Cuba, Porto Rico, and elsewhere in the tropics, the immunity which a resident may enjoy from disease and discomfort depends largely upon the extent to which he accommodates himself in dress, diet, and manner of life to local conditions, and also upon the degree in which the local authorities enforce a general observance of sanitary laws. No locality in any climate can be a healthful place of residence where filthiness and neglect of the most ordinary sanitary precautions are the rule, as they were almost invariably in the Philippines under Spanish rule. We know what a marvelous improvement has been wrought in Havana and other Cuban cities by the enforcement of sanitary law, and doubtless the same results will follow the same kind of enlightened administration in the Philippines.

## The Plain Truth.

EX-PRESIDENT CLEVELAND has just given the Democratic party the sort of sound, sober, and sensible advice which it has not been in the habit of receiving in late years and to which, when received, it has paid very little attention. The latest and most practical bit of advice of this eminent exponent of old-fashioned Democracy is the suggestion that no more attention be paid to the vaporings of the Nebraska populist who squeezed his way into the Democratic party to enrich himself at the sacrifice of the party's welfare. This champion political fakir of the twentieth century has had the assurance to denounce Mr. Cleveland as "a fraud," and the ex-President expresses in three words his contempt for the populist upstart. He says, "Let him talk." If all the great newspapers, special correspondents, and the various news associations would treat Nebraska's cheeky political interloper in the same way, and pay no further attention to his "talk," there would be hope that the howling voice from Nebraska might at last get tired out and subside.

THE GROWTH of anti-lynching sentiment in the South has recently found practical expression not only in the prompt and resolute action of Governor Montague, of Virginia, in the Roanoke affair, but in the still more recent and equally determined movement set on foot in Mississippi to suppress lynching in that State by special legislation, and also by the pressure of aroused public sentiment. In introducing a resolution in the Mississippi Legislature the other day, aimed at the lynching crime, the introducer made a special point of the fact that summary punishment is now meted out not only for the crime on account of which it originated, but also in cases of homicide and robbery in connection with which innocent persons are frequently the victims of mobs. A recognition of the fact that lawlessness begets lawlessness, that the lynching passion grows by what it feeds upon, is a truth which needs to be clearly and forcibly stated as against the plausible excuses advanced in various quarters for lynching as a punishment for certain crimes. It is easy to start this fire, but, once started, who shall say where or when its ravages shall cease.

WHILE Mr. Andrew Carnegie lays no claim to an expert knowledge of sociology nor of political economy, and has no final solution to offer for any of the vexed and vexing problems under these heads now up for consideration, his extended experience as one of the foremost financiers and industrial organizers of the present day make such counsel as he has recently given on the race problem in the South worthy of careful attention. Mr. Carnegie, it need hardly be said, is in thorough sympathy with the ideas and methods of Mr. Booker T. Washington, Principal Frisell, of Hampton Institute, Mr. Robert E. Ogden, and others interested in the promotion of industrial education among the negroes. "We should agree," said Mr. Carnegie, in his recent address at the Armstrong memorial meeting, "that the keeping down of millions of people, even if successful, would be destructive to civilized society and a menace to the state. To treat them as if they had already risen would be equally so; therefore an educational test for the suffrage should be adopted and strictly applied, applicable to white and black alike, for ignorance in the whites is deplorable. There is only one way to make satisfactory members of society, whether black or white, and that is through education in its widest sense." While these views are not in agreement with those of Governor Vardaman, we believe them to be in substantial harmony with the best public sentiment of the South. Mr. Carnegie also took occasion in this same address to denounce schemes for the expatriation of the colored race as being not only wholly impracticable and visionary, but as highly undesirable even if practicable. We need the negro, he declared, in order to maintain our industrial supremacy in the world, and our efforts should be directed to elevating his status as a man and a citizen, not only for the negro's own good, but largely also for our own.





# PEOPLE TALKED ABOUT



INSTANCES ARE not uncommon in ecclesiastical history of men who have become converts from

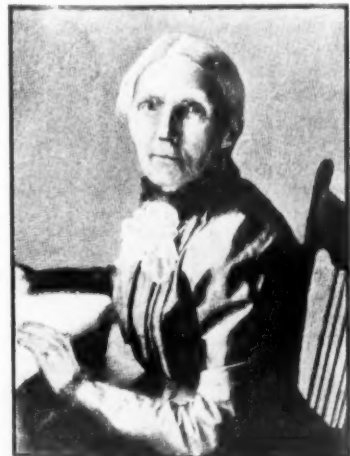


DR. KOHN, OF OLMUTZ,  
A learned and gifted Jew who became  
a Roman archbishop.—The Sketch.

the Roman Church, and even this instance has now become a thing of the past, since Dr. Kohn has recently been deposed from his office by the joint action of the Pope and the Austrian government, his alleged offense being an effort on his part to take advantage of the confessional to obtain the name of the author of a pamphlet directed against him. In general, the record of Dr. Kohn is said to have been that of a gifted and learned man and a credit to the church.

MR. LUCY, the famous English writer, recently in this country, tells many amusing anecdotes relating to the inconveniences caused to members by the procedure and arrangement of the English Parliament. It is strange, for instance, that the best club in the world lacks the accommodation of dressing-rooms where the members may change their clothes for dinner. For a body of men who generally dine out in society, and who are often kept waiting for a division until about a quarter of an hour before the time of their engagement, this is exceedingly awkward. Mr. Lucy relates an anecdote about an eminent Q. C., who began to dress in a small chamber belonging to a minister when a generally wordy speaker had just got up, but who was surprised in a state of half toilet by the clang of the division bell. Not to be balked of his vote, he rushed down stairs in his shirt and trousers and hastily got into his overcoat, which he buttoned up to the chin. He passed safely through the division lobby "an object of much sympathy to his friends, who thought his cold must be bad indeed to justify this extreme precaution on a summer night." In spite, however, of many disagreeable experiences of this kind, it is probable that the sacrilegious hand of improvement will be long withheld from the historic Parliament building. There would undoubtedly be more than one "bad quarter of an hour" for anybody in authority who should propose to subject this monument of the past to extensive alterations.

NOBODY HAS ever been able, so far as we know, to explain satisfactorily the world-wide and enduring popularity of the nonsense rhymes credited to Mother Goose, and of other jingles, such as "Yankee Doodle," which survive from generation to generation despite periodic assaults made upon them by purists and would-be elevators of public taste. While the production is of a higher grade than the Mother Goose melodies, there is nothing which would seem to warrant lasting fame for the lines beginning:



MRS. JULIA A. CARNEY,  
Author of the famous bit of verse, "Little Drops of Water."—London Sphere.

Little drops of water,  
Little grains of sand,  
Make the mighty ocean  
And the pleasant land.

But this poem—if such it may be called—is probably more often on the lips of multitudes of persons than anything even Tennyson or Longfellow ever wrote. The author of "Little Drops of Water," Mrs. Julia A. Carney, is still living at an advanced age at Galesburg, Ill. She states that the lines were written by her when a girl, as a school exercise, in less than ten minutes, and handed in as an example of shorthand work. The author, whose maiden name was Fletcher, was married in 1849 to the Rev. Thomas J. Carney, who served as pastor at different times in Coopers-town, N. Y., Chicago, Beloit, Wisconsin, and Syracuse, N. Y. In 1858 they went to Galesburg, and there Mrs. Carney has since resided. Her husband died in 1871. Mrs. Carney is well versed in current

literature. Recently a movement has been started among the school children of America to erect a memorial to Mrs. Carney. That is an honor which Mrs. Carney well deserves, for the influence of her verses for good upon the young of two generations has been marked.

IT IS A fortunate thing for our island possessions that so able and fit a man as the Hon. W. Cameron Forbes has been



HON. W. CAMERON FORBES,  
New member of the Philippine commission.  
Notman Photograph Company.

appointed a member of the United States Philippine Commission, and will be at the head of the Department of Commerce and Police in the land of the Filipinos. Mr. Forbes is thoroughly American, a native of Massachusetts, a graduate from Harvard, and a grandson of Ralph Waldo Emerson. Commissioner Forbes, like the late Senator Hanna, is a business man, and has combined business with that high ideal of civic virtue which is the basis of good government. He was popular at school, took a deep interest in athletics, and was one of the best of students. Since his entrance on practical life he has been closely identified with the development of many of the electrical light and power companies of the United States, having interests in Minneapolis, Savannah, Seattle, Terre Haute, Lowell, Tampa, El Paso, Houston, and elsewhere, and he has laid out a plan of accounting and auditing for these corporations that has proven to be eminently satisfactory. Being equipped by experience in the management of precisely those lines of development that are now needed in the Philippines, he goes to his new work with practical ideas as to how roads, railways, and power plants can be built and operated to the benefit of the country.

FEW POSITIONS call for the exercise of more practical ability and tact than that of sergeant-at-

arms of the big quadrennial gathering of the Republican party. It is fortunate for the organization that this office at the next national convention will be filled by so capable and efficient a man as Mr. William F. Stone, collector of customs at Baltimore. Mr. Stone has been active in politics nearly twenty-five years. He has risen, through capacity and merit, to high place in his party's councils. At the age of twelve circumstances forced him to leave school and go to work. Starting as a cash-boy at \$1.50 per week, he advanced to an important connection with a wholesale house. Subsequently he was elected by the Republican councilmen register, or treasurer, of Baltimore, being the first Republican to be thus honored. While register he brought a floating debt of \$1,715,000, bearing four and one-half to six per cent. interest, down to a two and one-half per cent. basis. The city's leading financiers petitioned for his re-election, but politics prevented. In 1898 he was appointed collector by President McKinley, and was re-appointed by President Roosevelt in 1902. Last fall Senator Hanna, as chairman of the Republican national committee, chose him for convention sergeant-at-arms. After the Senator's death Mr. Stone at once tendered his resignation, but Acting Chairman Payne declined to accept it. Mr. Stone has been assistant and acting chairman of the State committee, chairman of the city committee, and is regarded as the official representative of the Republican party in Baltimore.

AN AMUSING anecdote of the late Herbert Spencer is related by the London correspondent of the *Evening Post*. Between Mr. Spencer and Mr. Grant Allen, the well-known naturalist, an intimate friendship existed. "On one occasion," it is said, "Mr. Spencer came to call on Mr. Allen provided with two curious objects tied behind his ears. These excited the curiosity of the company. Their purpose was soon disclosed, for whenever the conversation took a turn which did not interest him, he pulled the things over his ears, and so obtained silence with himself. He called them ear-clips."

CYNICAL PERSONS who affect to believe that honesty, unselfishness, and a high sense of personal

honor are lacking in American political life will find no support for that view in the action of Representative John F. Shafroth, of the first Colorado district, who voluntarily relinquished his seat in Congress on February 15th to his Republican opponent, Robert W. Bonyng, on being convinced that he (Shafroth) owed his election to fraudulent votes. Mr. Shafroth, who has been a highly valued member of Congress for ten years, was fairly re-elected, as he supposed, in 1902 by a majority of nearly three thousand



CONGRESSMAN SHAFROTH,  
Who would not hold a tainted seat in Congress.—Bell.

votes over Mr. Bonyng. But fraud was charged against the vote cast in certain precincts in Denver. Mr. Shafroth's election was disputed and the case was referred to the Committee on Elections of the House. Mr. Shafroth examined the disputed ballots for himself and, being convinced that many of them were illegal, at once resigned. His speech announcing his determination surprised his colleagues and was followed by demonstrations of approval from Republicans and Democrats alike. Mr. Bonyng and the House Committee on Elections explicitly declared that Mr. Shafroth was in no way personally responsible for the frauds which led to his unseating. Mr. Shafroth was originally elected to Congress as a Republican, but left the party on the silver issue, and in 1902 was the candidate of the Democrats. His action in giving up his seat is without precedent in the history of Congress. Many Democrats in Colorado now favor his nomination for Governor.

SIR MORTIMER DURAND, the new British ambassador at Washington, has had a wonderfully varied and interesting career. From the time that he was in India acting as a political agent to Lord Roberts, witnessing the capitulation of an Amir, helping to smooth the wheels of progress at Simla, through all his diplomatic progress, there was never any doubt as to his attaining the top of the tree. It is said that perhaps the only time in all his life that he found himself disconcerted was once when he was a guest of Queen Victoria at Osborne and a stock of unexceptionable cigars was surreptitiously introduced into his apartment—and he knew the Queen detested smoking. He lit one of the cigars and blew the smoke up the chimney. Sir Mortimer does not take kindly to our skyscrapers. "If the embassy were at the top of one of these," he said soon after his arrival, "I should ask my government to buy me a bungalow."

VIRGINIA SHOULD be proud in having such a Governor as the Hon. John A. Montague, for had

it not been for his prompt and resolute action, the other day, Virginia would probably now be suffering under the obloquy of another outbreak of mob violence in a lynching case. On January 30th a negro entered the home of a citizen of Roanoke, Va., and murderously assaulted the latter's wife and three-year-old daughter. When the crime became known the town went wild with rage, and the negro, having been apprehended, and confessing his crime, everything was ripe for a lynching. But Governor Montague took immediate steps to preserve law and order. He ordered nearly the entire militia of the State to Roanoke, where they guarded the court-house while the negro was being tried. The prisoner pleaded "not guilty," but made no defense; the jury was out five minutes, arriving at its verdict of guilty, and within another five minutes Judge Woods had sentenced the prisoner to be hanged on March 18th, and ordered his removal to Lynchburg for safekeeping until execution. A gratifying outcome of this affair was the prompt passage of a law by the Virginia Legislature, at the request of Governor Montague, which provides that a woman who has been the victim of criminal assault shall not be compelled to go into court, but that her deposition may be taken at her home. This law deprives those who approve of lynching of one of the arguments most effective in Southern communities.



GOVERNOR MONTAGUE, OF VIRGINIA,  
Who saved the State from a lynching outrage.—Foster.



## A Curious "Consumption" Exposition

THERE IS no disease in the whole category of the ills which the flesh is heir to so horrible and so general as the "white death." It reaches out its fearfully fatal tentacles and finds its prey in palace and hovel. Eminent physicians from all parts of the world have been put to their wits' end in combat with this formidable foe of man. In no other ailment is it so necessary for us to practice that old adage, "An ounce of prevention is worth a pound of cure," and it was to impress this fact upon the people that the State board of health and the tuberculosis commission of Maryland decided to give a tuberculosis exposition at Baltimore recently.

The name sounds gruesome; but to those who examined the exhibits and listened to the papers written by the most learned medical men of the country it was a pleasure, because these men proved beyond a doubt that consumption could be not only cured, but also prevented, and if the general mass of people would take an interest in the sanitary conditions of our cities, and the ventilation of the homes of the poorer classes, and join in an anti-spitting crusade, the disease might be stamped out altogether. The exposition was held at McCoy Hall, one of the large buildings of the Johns Hopkins University in Baltimore. Governor Warfield made a brilliant address on the opening night, and before two days had passed the exposition had become of national interest; and later on Boston may have a like exhibition.

At most medical affairs the charts and papers are so technical that it is utterly impossible for a person of ordinary intelligence to gain any instruction whatever from them, but in this instance everything was made clear—in fact, so clear that a child might understand. This was exemplified by an incident which occurred on the second day of the exhibit. A little boy stood near me, listening intently while his mother read of the inoculation of guinea-pigs with house dirt and its terrible results. Catching her by the hand, he said, "Oh, mamma, are you sure our house is real clean?"

The exhibits were numberless. The charity organization and health board of New York City made a splendid showing, and through the photographs and health charts of the "lung block," which lies between Hamilton and Catherine streets, and Cherry and Market, it was clearly demonstrated that consumption is a communicable disease. In several houses on Cherry Street the disease has appeared time and again in different families who have resided there, and in one house there were twenty-seven deaths from tuberculosis. This section of New York is inhabited by Chinese, Syrians, Italians, and Irish, and it was necessary in one place for the health officers to remove the dirt from the stairway with a shovel. The disease reached its greatest height in 1881, and has since declined, owing to the prompt and heroic measures of the health department, which is acknowledged by the medical profession to be the best in the country.

Baltimore also had a "lung block" exhibit. The population of this block is composed entirely of negroes, and these being naturally of a clannish disposition and with no great love of cleanliness and fresh air, the tuberculosis commission has in them a difficult proposition. Washington sent an excellent set of photographs on the work done by visiting nurses, which gave one an idea of how far pure food and clean rooms will go toward effecting a cure. A consumptive's sick-room as it should be was shown by the Johns Hopkins Hospital. The furniture, as far as possible, was made of iron, and the rugs on the floor of washable material. The most attractive of the exhibits, however, were the models of the different kinds of tents used in the open-air treatment which has become so popular and efficacious. Several came from Colorado Springs, that haven of rest for the consumptive, and a peculiar-looking shack was shown from a sanitarium at East Bridgewater, Mass.; but the most interesting exhibit along this line was a model from Ward's Island, N. Y. It was made by the insane consumptives of the island, who have lived continuously in the tents of the type shown since June, 1901. It was complete in every detail, even to the costumes of the dolls made to represent the nurses in attendance. The pathological and bacteriological exhibits were in an adjoining room, and while a little repugnant to some of us they were a joy and education to the many doctors who attended.

Each evening papers were read by some distinguished physician, and the one creating the greatest sensation was by Dr. S. H. Knopf, of New York City, who is perhaps the most famous tuberculosis specialist in the world. His address was practical and was inter-



THE CONSUMPTIVE'S SICK-ROOM AS IT SHOULD BE.—Mrs. C. R. Miller.

persed with brilliant flashes of wit, and when he said, "Consumption can be cured, even prevented, not by medicine, but by cleanliness and the free and unstinted use of God's pure, sweet air," a round of applause rang through the hall. He paid a glowing tribute to the press throughout the country for the manner in which it is "instructing the public as to the real nature of this terrible disease." Dr. Knopf startled some, and at the same time comforted his hearers, by declaring that "Consumption has never been inherited either from father or mother, but the child has usually been infected by its well-meaning but ignorant consumptive parents after birth." The great practical result of the exposition came in the shape of a gift of \$20,000 to the Johns Hopkins Hospital toward the establishment of a tuberculosis sanitarium. The donor was Mr. Henry Phipps, a philan-

thropic of New York City, who formerly lived at Pittsburg, and was at one time a business partner of Mr. Andrew Carnegie. His interest in the subject of

tuberculosis has been shown by his establishment in Philadelphia of the Phipps Institute for the study and prevention of the disease, the construction and operation of which will cost \$1,000,000.

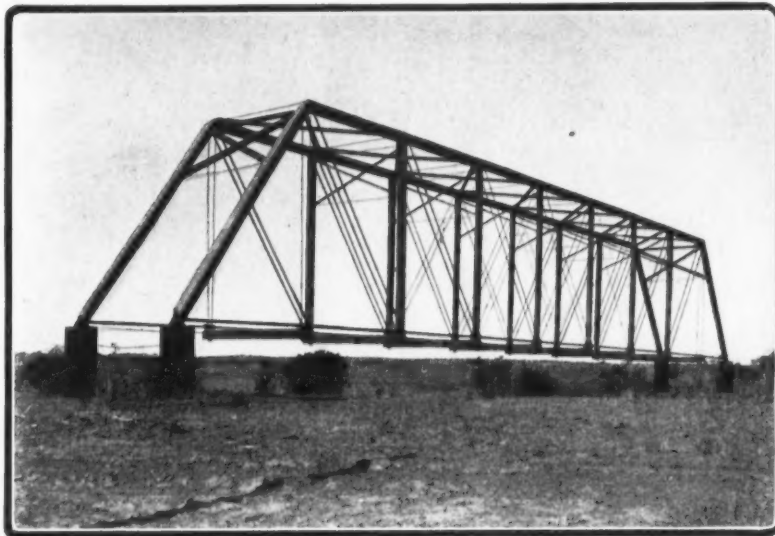
McCoy Hall was thronged with men and women from all the walks of life—physicians, medical students, pretty nurses, college girls, society women, ministers of the Gospel, and prominent business men. They were all intent on knowing the how and why of this disease, and it is safe to say that they learned more about its prevention and cure during the few days of that exhibit than they would have learned in years by any other method. Another great value of a tuberculosis exposition is that when the public is once aroused to the fact that there is a way to prevent the ravages of the disease, they will see to the adoption of better sanitary regulations and their more rigid enforcement. To Maryland belongs the honor of giving to the public the first exposition of its kind ever held in this country, and the most important step yet taken in the crusade against the "white plague."

MRS. C. R. MILLER.

### Freaks of Rivers in Arizona's Desert.

AN ABANDONED bridge at Florence, Ariz., is a striking example of the uncertainty of the streams of the desert region. Where for many months in the year there is but a dry and sandy river bed, a raging torrent rushes during the rainy season or after a storm in the mountains, washing away whole tracts of land or cultivated spots along the river bank. These streams often change their course in a single night, and the next morning the river may be found half a mile or more away. This is what occurred at Florence, on the Gila River, where an iron bridge, recently constructed, was left high and dry on the desert, and therefore utterly useless.

Because of this uncertainty in the course of the rivers, but few bridges are built in the desert country. When the water in a stream is high, travelers by stage or on horseback camp on the banks and wait for the water to run down, as it will certainly do, often in a very few hours. Sixty miles below Florence, on the Gila River, the branch railroad to Phoenix crosses this stream, which at this point is constantly shifting its bed toward the north. The railroad company has met the changes in the river bed by adding to the bridge so that it is now over a mile long, and for a great distance crosses a barren desert where the river once flowed. There are many other instances in the Southwest where rivers have changed their courses, and in some cases they have completely disappeared, occasioned by a mountain torrent cutting through a watershed and changing the outlet of the stream. These freaks of nature are a serious drawback to that region.



LEFT HIGH AND DRY IN THE HEART OF THE DESERT.

BIG RAILROAD BRIDGE IN ARIZONA ABANDONED BECAUSE OF THE SHIFTING OF THE CHANNEL OF THE GILA RIVER.—Allen B. Jaynes.

### The Troubadour of Spring

FROM out his castle girded fast  
By hosts in steel arrayed,  
A knight a look of longing cast,  
To note some sign of aid.  
And while he gazed with anxious face  
O'er leaguered vale and moor,  
Before the casement stayed his pace  
An errant troubadour.

HIS cloak was blue, his mien was true,  
His voice was sweet and gay;  
In vain would hostile trumps outdo  
His gallant roundelay.  
"Pluck heart!" he sang. "From fold and fief  
The siege will lift anon!  
Brave tidings bear I, of relief,  
To watchers worn and wan!"

HE sang his song, largesse he took  
Of freely given crumbs,  
And onward passed—and now each nook  
With joy and gladness hums!  
Already back the forces press  
That with their might immure!  
The winter's lines relax! God bless  
The bluebird troubadour!

EDWIN L. SABIN.

### Are You Going to the World's Fair?

EVERY ONE who contemplates a visit to the great exposition at St. Louis this year will be particularly interested in the beautiful free pictorial folder just published by the New York Central Railroad. It is one of the most attractive and instructive leaflets in reference to the exposition that we have seen, and is full of the kind of information that every one who contemplates a visit to the exposition will appreciate. A copy will be sent free on receipt of four cents in stamps, if our readers will mention LESLIE'S WEEKLY and address George H. Daniels, General Passenger Agent, Grand Central station, New York.

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Senator Beveridge.

Senator Hoar.

Senator Burrows.

Senator Pettus.

Senator Dubois.

Senator Overman.

Mr. Taylor, counsel for Senate.

Ladies representing W. C. T. U.



Mormon elders.

E. E. Hale, chaplain  
of Senate.

Mr. Worthington, counsel  
for Smoot.

Senator Smoot.

SHALL REED SMOOT, A MORMON, HOLD A SEAT IN THE UNITED STATES SENATE?

PRESIDENT SMITH, OF THE MORMON CHURCH, AT THE SENATE COMMITTEE'S HEARING IN THE CASE OF REED SMOOT, BOLDLY CONFESSING THE PRACTICE OF POLYGAMY BY HIMSELF AND ASSOCIATES.—*Drawn for Leslie's Weekly by T. Dart Walker.*





## Soldiers of the Mikado— Their Life and Training

By Frederick Gilbert Blakeslee



THE EYES of the civilized world are at present centred upon the war in the far East, the outcome of which no man can foresee. Little Japan and great Russia, after months of diplomatic sparring, have at last locked horns in deadly combat, and fierce fighting is certain to occur shortly. Japan's seamen have won the first round and it remains for her soldiers to follow up the advantage if they can. This they are making splendid efforts to do, as was to be expected. With

laws they were always allowed the privilege of committing hara-kiri (self-dispatch) in order to save them from the disgrace of dying at the hands of the public executioner. They were wonderful swordsmen, brave fighters, and loyal followers of their lords, and it is from this class largely that Japan's soldiers of to-day have come.

After the ratification of the treaty with the United States in 1854 Japan was for the first time brought into touch with the outer world, as a result of which great changes occurred in this ancient empire. The Japanese were quick to recognize the superiority of the rifle to the bow, and to discard the latter for the former, and other changes equally great soon followed. In 1871 the shogunate was abolished and the Mikado became the temporal, as well as the spiritual, head of the empire. At the same time, the power of the government was centralized in Tokio, the samurai were disbanded, and a national army, owing allegiance only to the Emperor, was organized.

The Japanese army, as it exists to-day, is modeled after those of Europe, and is worthy to be compared with the army of any of the great Powers. It is divided into infantry, cavalry, artillery, and engineers, and subdivided into regiments, battalions, batteries, and companies. Each company is commanded by a captain, who has under him two first lieutenants, two second lieutenants, and nearly two hundred enlisted men. Four companies constitute a battalion, and three battalions a regiment.

The uniforms of the Japanese army are neat and serviceable, being of modified French design. All Japanese uniforms are black, the arm of the service being designated by the stripe on the trousers, as is the custom with us. Infantry have bright red stripes, engineers dark red, artillery yellow, and cavalry green. Cavalry trousers are red, with leather boot-tops reaching to the knee, all other trousers being black. Officers' coats are braided across the breast, the coats of the enlisted men being plain. Insignia of rank are worn on the sleeves. In the case of officers they are in the form of a gold braid, arranged in a design somewhat similar to that worn by our officers when in full dress, and extending from the cuff to the elbow. A colonel wears six stripes, a lieutenant-colonel five, a major four, a captain three, a first-lieutenant two, and a second-lieutenant one. Non-commissioned officers wear stripes straight around the arm, and directly above the cuff, of the color of the arm of the service to which they belong: three stripes for a first sergeant, two for a sergeant, and one for a corporal.

The infantry and engineers are armed with a magazine rifle which the Japanese themselves invented, and which they claim to be the finest small arm in the world. It uses smokeless powder, is sighted for 2,000 yards, and is said to be able to project a bullet for three miles. Each rifle is equipped with a bayonet having a cutting edge, which is a modification of the

short sword of the samurai. The cavalry carbine is also of Japanese make and is said to be no whit inferior to their rifle. Besides his carbine every cavalryman is armed with a sabre. Artillerymen wear short swords and the sergeants carry revolvers. All officers and all sergeants of the artillery corps and signal service carry field-glasses.

The pay of the Mikado's soldiers would hardly tempt foreign enlistment, and even the greenest "rookie"

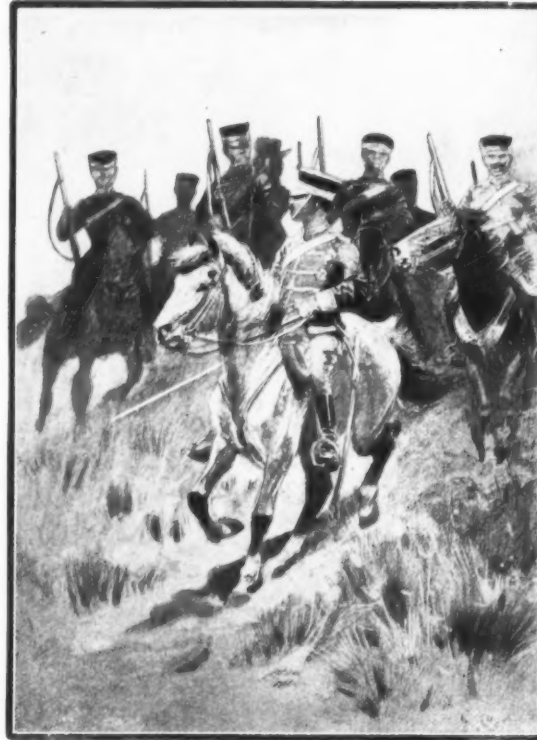


TYPES OF THE SOLDIERS OF THE JAPANESE ARMY NOW ADVANCING FOR A GREAT BATTLE WITH THE RUSSIANS.—FROM RIGHT TO LEFT: CAVALRY OFFICER, INFANTRY OFFICER, LANCER, BUGLER, INFANTRY, CAVALRY.—*The Sphere.*

their centuries of fighting ancestors behind them, the Japanese soldiers stand to-day the equal of the soldiers of any of the great Powers.

Although short in stature, they are strong and active, and capable of enduring great hardships; and can march and fight on rations that would be deemed woefully insufficient for Europeans. Unlike the Chinese, who despise martial life and deem literary attainments the greatest honor, the Japanese have always held the profession of arms in highest esteem. Before Commodore Perry opened up Japan by a commercial treaty in 1854 the country was in a state of feudalism, corresponding in many ways with the condition of Europe during the Middle Ages. To-day Japan is thoroughly up to date in every respect. In former times the power of government rested largely in the hands of the daimios, or great lords, who were the heads of powerful clans and who lived in strongly fortified castles surrounded by thousands of armed retainers, termed samurai. The Mikado was regarded as the spiritual head of the empire, the temporal power being vested in the hands of a deputy known as the shogun.

The samurai, who are the most picturesque figures in Japanese history, were a privileged fighting class, resembling the knights of Europe, whose sole occupation was the profession of arms. They alone possessed the right to wear two swords (a long and a short one) in their girdles, and if they violated the



DETACHMENT OF JAPANESE CAVALRY SCOUTING FAR IN FRONT OF THE ARMY IN KOREA, AND EXPECTING EACH MOMENT TO SIGHT APPROACHING COSSACKS.

*Drawing by John Charlton in The Graphic.*

in the United States Army would think twice before he gave up his \$13 per month for the two cents a day which a Japanese private receives. When a private becomes a corporal his pay is advanced to six cents a day, and when he reaches sergeant's rank he gets ten cents for his twenty-four hours' duty. A first sergeant makes double this sum, and an extra-service sergeant is the happy possessor of thirty cents each day. This is as high as an enlisted man can rise without being a graduate of the military officers' school. Quarters, food, clothing, and medical attendance are furnished all enlisted men in addition to their pay. Japanese officers are also poorly paid according to American standards, but, fortunately, living is much cheaper there than here. Second lieutenants receive \$15 a month; first lieutenants (junior grade), \$20; first lieutenants (senior grade), \$23; captains (junior grade), \$30; captains (senior grade), \$33; majors, \$60; lieutenant-colonels, \$80; colonels, \$100; brigadier-generals, \$125; lieutenant-generals, \$150; generals, \$250. In addition to their pay, officers receive quarters and allowances for horses, forage, etc., according to their rank. When on foreign duty officers receive extra allowances in order to place them financially on the same footing with the officers with whom they are brought in contact.

It takes nearly ten years to obtain a commission in the Japanese army, all officers

*Continued on page 248.*



FIELD TELEGRAPH CORPS WITH A JAPANESE DIVISION ON THE ASIATIC MAINLAND.

*The Sketch.*



JAPANESE INFANTRY MAKING A BRISK MARCH TO MEET THE CZAR'S TROOPS.

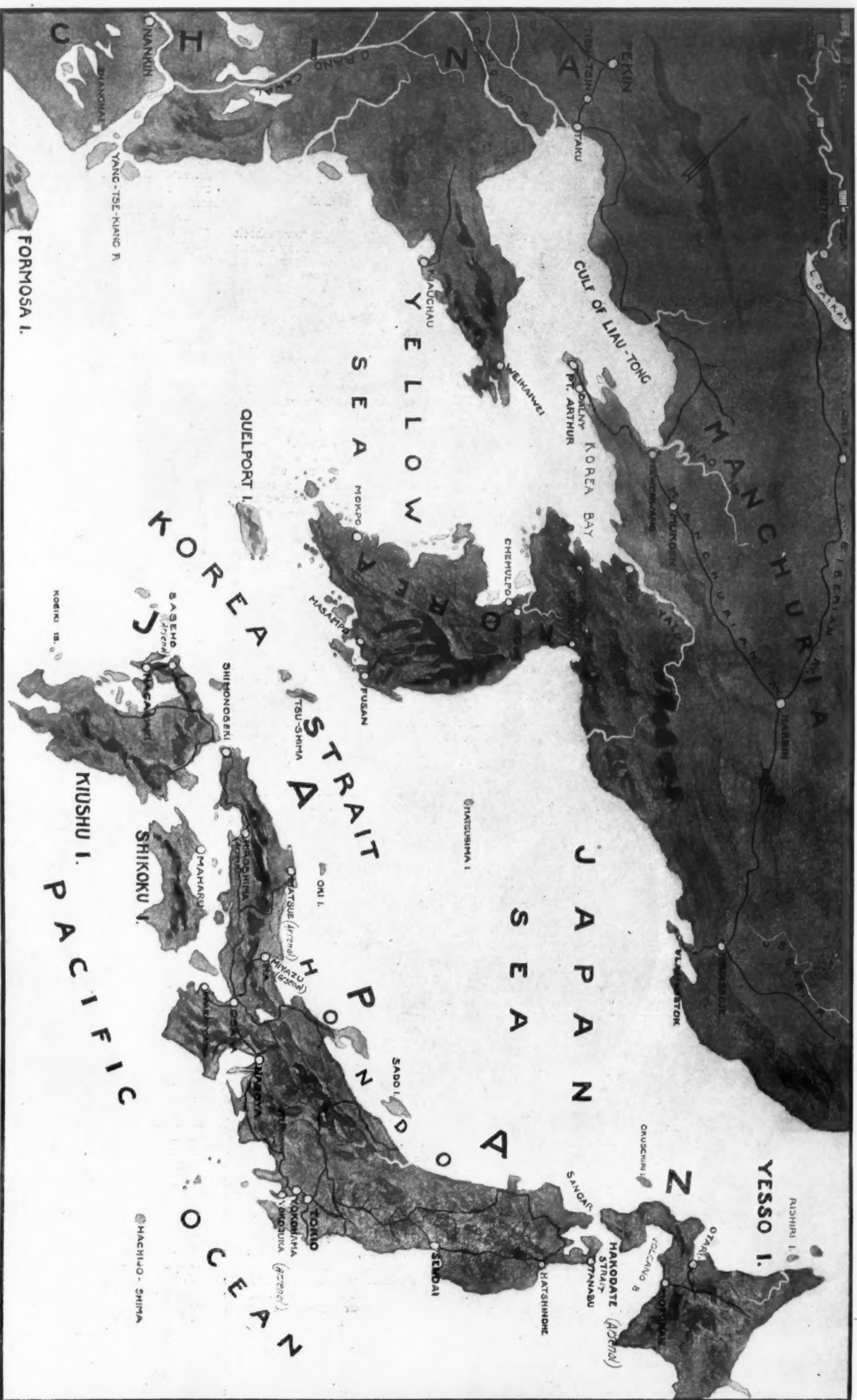
*Drawing by George Soper in The Graphic.*



BATTERY OF JAPANESE FIELD ARTILLERY IN ACTION AGAINST A HOSTILE FORCE.

*Drawing by F. J. Waugh in The Sphere.*





DISTANCES  
 { From Simonski to Fusan, - 50 miles.  
 " Chemulpho to the mouth of Yalu River by sea, 450 "  
 " Chemulpho to Sasebo by sea, - 649 "

From Chemulpho to Nagasaki, 714 miles.  
 " " Chefoo, - 92 "  
 " " Seoul, - 40 "

From Port Arthur to Chemulpho, 203 miles.  
 " " Taku, - 163 "  
 " " Chefoo, - 76 "

From Port Arthur to Vladivostok, 1,274 miles.  
 " Chefoo, " Shanghai, - 879 "  
 " Shanghai, " Nagasaki, - 450 "

From Fusan to Gamsan by sea, - 340 miles.  
 " the Straits of Korea to Vladivostok, 649 "  
 " Masampo to Nagasaki, - 359 "

# BIRD'S-EYE VIEW OF THE THEATRE OF WAR IN THE FAR EAST. CENTRES OF ACTIVITY IN THE RUSSIAN-JAPANESE CONFLICT, AND POINTS OF POSSIBLE OPERATIONS.



## New Anecdotes about President McKinley

CANTON, O., March 1st, 1904.

WHEN PRESIDENT MCKINLEY was first married he had in his employ a girl of whom both Mrs. McKinley and himself were very fond, and of whom they never lost track, even after he became President, although, having secured a competency, she had left them and bought a small farm near Canton a number of years before he had attained political prominence. The fact that she had acted as nurse for their children, both of whom died when quite young—the eldest, Katie, only reaching the age of three or four years—added to the affection they felt for her. In late years, whenever the President and Mrs. McKinley visited this city, the nurse rarely failed to call on them, and was always sure of a warm welcome. If for any reason she should fail to call, Mr. and Mrs. McKinley would invariably visit her at her modest little home.

During one of the last summers that President McKinley spent in Canton he one morning, without telling any one where he was going, took Mrs. McKinley for a drive. They started unaccompanied even by a footman. The lunch hour arrived but not the President; several hours passed and still he did not come. Then his household became uneasy, and as time passed with no word of him they became alarmed and tried in every way to find him, but without success. In the middle of the afternoon, to the great relief of every one, the couple, in great good spirits, drove to the door and brought with them a basket of apples which they had themselves gathered. The President said they had been to call on the above-mentioned nurse and had lunched with her, after which Mrs. McKinley had taken a nap. Mr. McKinley was much amused when told of the anxiety his prolonged absence had caused, and above all he was glad to have escaped, even for a few hours, the cares of office and the vigilance of those whose duty it was to watch over and protect him.

The late President McKinley had a very warm place in his heart for the soldier boys, both the old soldiers who were his comrades through the Civil War and the younger generation who followed the flag in the Spanish-American War. Many anecdotes have been told, and many more could be related, of the interest he took in their welfare. One incident will serve to illustrate his thoughtfulness and sympathy where the comfort of the soldier was concerned. The President visited the Pacific coast shortly after the Boxer uprising in China had been stamped out by the allied troops of Europe and America, and about the time some of our troops, who had made such a fine record there, were reaching San Francisco. Mrs. McKinley was seriously ill, and the President was very much worried; he scarcely left her bedside, and as a consequence a great number of the events arranged in their honor had to be canceled.

On a cold, raw day, a young soldier dressed in khaki uniform rang the bell of the Scott residence, where the President was stopping, and asked to see him. This soldier, a mere boy, had won distinction by being one of the first of the allied troops to scale the walls of Peking, and had been rewarded for his energy and bravery by an appointment to the military academy at West Point, and the object of his call was to pay his respects to the President and thank him for the appointment. Immediately upon being informed of the young man's presence, the President left the sick-room and went down stairs to see his caller, had the young man sit beside him and give an account of the scenes he had so recently passed through, and talked with him in a fatherly manner for over a quarter of an hour. When the young man was about to leave, the President was surprised and much concerned because he had on no overcoat. The President asked why he was not wearing one, the climate being so severe in comparison with that he had been accustomed to. Upon being informed that the youth, in his anxiety to report at the academy, had failed to provide himself with the necessary uniform coat, the President insisted upon his taking one of his, or at least that the young man allow him to buy him one. The offer was smilingly, but very thankfully, refused.

No one asking assistance was ever turned away empty-handed from the McKinley door, and many were those who applied. One day a rather old man, with every appearance of belonging to the species hobo, called and asked for aid. He was given a small sum of money, and, evidently thinking he had struck a soft spot, returned the following day; and from then on went back every few days, until finally, on what proved to be his last visit, the President came out while he was talking to a member of the household, and, learning the man's errand, entered into conversation with him. The man stated, in reply to the President's question, that he was a naturalized American citizen, but was born in Switzerland. The President asked if he had ever been in Berne, and he said he had lived there. The President then asked if he had ever seen the bears. This question rather stumped the old man, and he stammered that he did not understand. The President merely smiled and passed on. Now, as every one who has any knowledge of Switzerland knows, the coat-of-arms of the city and state of Berne is a bear, and in a pit in the centre of the city a number of live bears

have been kept for years out of memory, and are likely to be so kept for years to come, frequent bequests having been made for their comfort, and many thousand francs being deposited in the banks of Berne for their maintenance. The old man, not knowing these facts, certainly could not have been from Berne, and was a self-convicted disciple of Ananias, and as he disappeared from the neighborhood, it is to be supposed that some one must have shown him the joke.

T. E. C.

## Soldiers of the Mikado.

Continued from page 246.

being required to pass through two preliminary schools, and finally to be graduated from the military officers' school at Tokio. The right to enter the military schools is open to all classes, but practically all the officers are descendants of the samurai. When a Japanese boy wishes to enter the long race for a commission he applies for permission to enter one of the military preliminary schools which are located in different parts of the empire. In order to enter this school he must have attended a public school for eight years, and must be in a good physical condition, and not over fourteen years of age. After three years of study, if he has done well, he is sent to the intermediate military school at Tokio, where he remains for three years more. If he successfully passes the examinations here, he is allowed to choose the arm of the service to which he wishes to belong, and is sent to a regiment of that arm (infantry, cavalry, etc.) as a private. He remains with his regiment in that capacity for one year, after which he is promoted to the rank of sergeant, and sent to the military officers' school at Tokio.

After a year and a half of the hardest kind of study in this school he again goes back to his regiment, this time as first sergeant, and again serves one year with the colors. At the expiration of that time, if he has performed his duty in a manner satisfactory to the officers of his regiment, he is recommended by them for a commission. Upon this recommendation being approved by the lieutenant-general in command of the district, the hardly-won commission is issued, and the boy of fourteen, now a man of twenty-four, becomes a second lieutenant. That is, if he has elected to join the infantry. If he wants to be a cavalryman, an artilleryman, or an engineer, he must go back to school and take another two years' course of study before he can change the sleeve decoration on his arm. In case a candidate is rejected by the officers of his regiment, he either remains a sergeant or leaves the army and goes back to civil life.

Japanese officers are great students, and many of them take special courses in the infantry, cavalry, artillery, and engineering schools which have been established for their benefit. For this they do not receive advanced rank, but a certificate which qualifies them for special service when required. In order to be attached to the staff, officers have to be graduates of the military university, where the highest forms of the art of war are studied. The course is three years, and the university is open to all branches of the service. With a training like this, and with a system where merit alone counts, and where "pull" is entirely eliminated, is it any wonder that the Japanese are masters of the art of war?

In order to encourage his soldiers to perform deeds of valor, and as a reward for such deeds when accomplished, the Mikado grants decorations to such of his subjects as specially distinguish themselves. Japanese decorations are of three kinds and each kind is divided into several classes. The highest and most esteemed is the Cross of the Golden Eagle, and, like the Victoria Cross of Great Britain, this emblem is given only to soldiers for personal bravery on the field of battle. The right to win it is open to all, and it may be worn by the lowliest private or the greatest general. There are seven classes of the "Golden Eagle," the highest one being worn only by the Emperor. Next to the "Golden Eagle" comes the decoration of the "Rising Sun," which is also given for success in war, but is not confined to that entirely as is the former, it being given also for diplomatic and civil achievements. There are ten classes of this order, the first and second of which are very highly prized. The order of the "Three Jewels" constitutes the third decoration, of which there are eight classes. The three jewels represented in the cross are the sword, the mirror, and the pearl, the symbols of the Mikado's rank, corresponding to the crown, the sceptre, and the orb of European countries. This decoration is given for distinguished service in any line of work.

Following the custom of Great Britain, Japan issues war medals to such of her troops as participate in foreign wars, a special medal being struck off for each campaign. The Japanese navy is modeled after that of Great Britain, the uniforms of the officers and men being very similar to the uniforms of the British sailors of corresponding rank. Great rivalry exists between the army and the navy, and in the coming battles of the present war the Mikado's soldiers may be relied upon to strain every nerve in the effort to surpass, if possible, the achievements of their brothers upon the sea.

IT IS HATS off to the automobiles these days, in Florida. They hold the centre of the stage. The great success of the international races which were run off recently down there has sent the fame of Ormond Beach abroad through the land as an ideal tournament ground, and Mr. W. K. Vanderbilt, Jr., who was the hero of the occasion by virtue of winning more records than any one else, has set the final stamp of approval on this beach by calling it "the fastest course in the world." Every rich man now will take his machine South with him winters, until in a year or two automobiles will be as thick in the Ponce de Leon land as mosquitoes and magnolia blossoms.

Things are certainly coming Florida's way. Ten years ago she was a swamp and a wilderness, a deserted domain of alligators and Seminole Indians; behold! now she is a radiant resort country, a thing of Gibson girls and chafing-dishes, of French maids, English valets, and Scotch golf professionals. Once it was Florida to get your health; to-day it is Florida to spend your wealth. Faster and faster has the pace been moving down there until at the present time it has come to "red-devil" automobiles and the reeling off of a mile in less than a minute on the Southern sands.

Last year, in looking over the country for a natural straight-away course, suitable for tests of speed and endurance, Ormond Beach, on the Florida east coast, was happily discovered. This beach was already famous in many ways with the winter colony of Northerners; famous for its length and breadth and hard surface, but more especially it has been well known for a good many years as Florida's best boulevard for wheeling and driving. Every winter from January to April it is more or less a parade ground of fashion, and up and down it move the fortune-favored, once on bicycles, now in well-appointed turnouts and speedy touring cars. It used to be a favorite trick, in the wheeling days, to attach a small sail to the head of the bicycle, and then, with feet up on the coasters and a fair wind astern, to sail at a lively clip for ten or fifteen miles down the coast. The return trip was accomplished by having electric launches meet the party at Mosquito Inlet and come back by way of the Halifax River with the wheels piled up in the bow.

The Florida shore at Ormond is on all counts a remarkable beach, as remarkable as any in the world, although Coronado Beach in California is a close second, and may in the near future be also used as a speedway for the Pacific coast chauffeurs. The Ormond beach is twenty-five miles long and straight as the homing-pigeon flies. It is of adamant hardness and as smooth as glass. The tide has only a rise and fall here of about two feet, so that at low water a racing surface is to be had of from three hundred to five hundred feet wide. A unique feature of this queen's highway is that no matter how much it may be cut up by usage the next tide that comes in pounds it back into shape again. Thus every twelve hours it is washed clean and hammered flat.

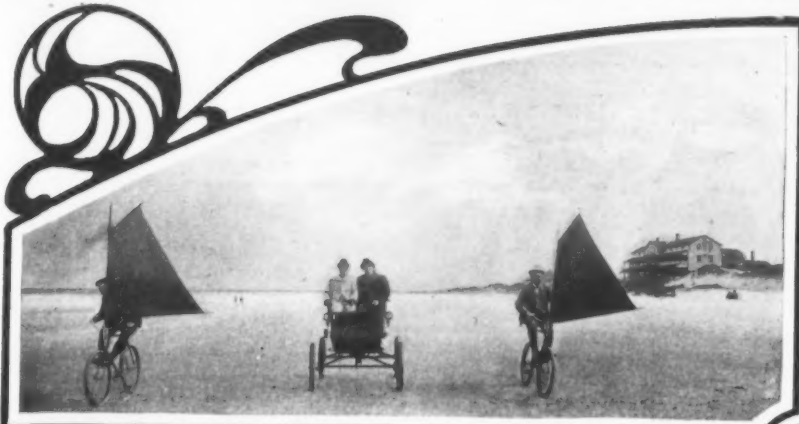
During the races all royal roads of travel in Florida lead to Ormond. From the big resort hotels farther down the coast, at Palm Beach and at Miami, and from the St. Augustine and Tampa hotels, a throng of keenly interested tourists journey Ormondwards. The place takes on a decidedly animated tone, something akin to Long Branch at the height of the season. To the eastward the shimmering waters of the Atlantic stretch undulatingly away to the horizon; to the west the sand dunes form a sea wall, and beyond them comes a rich growth of cypresses and Southern pines and tropical vegetation of every color and perfume. While on the beach itself, in the excitement of the hour, all kinds and types of spectators rub shoulders as commonly as any department-store crowd. There is the native Florida "cracker," gaunt, hopeless, and washed-out looking, poor as a church mouse, the victim of eternal laziness and an unvarying diet of "hog and hominy." There is the shiftless, shambling, good-natured dork, ready to gamble the shirt off his back on his favorite auto, "debbil contraption," as he calls it. But most of all in evidence is the faultlessly-attired smart set from the North, who come South every winter to have "a good time."

For these yearly auto tournaments the entire length of Ormond beach is surveyed, mile-posts being erected along the whole distance. The timing arrangements are most complete. From one end of the beach to the other telegraph wires are put up, and Morse electric timing-clocks are used. At every mile-post an official timer is stationed, ready to cut the running time of any contestant down to the fraction of a second. Last year Winton, in his famous "Bullet," did a mile in 52 1-5 seconds. This year Mr. Vanderbilt astounded the automobile world by simply flying a mile off in 39 seconds flat. He also established a new fifty-mile record by doing the distance in 40 minutes 49 4-5 seconds, which is going at the rate of about 73 miles an hour. The millionaire-racer looks forward next year to covering 100 miles in an hour, and it has been planned to lengthen the course on the beach still more with this attempt in view.

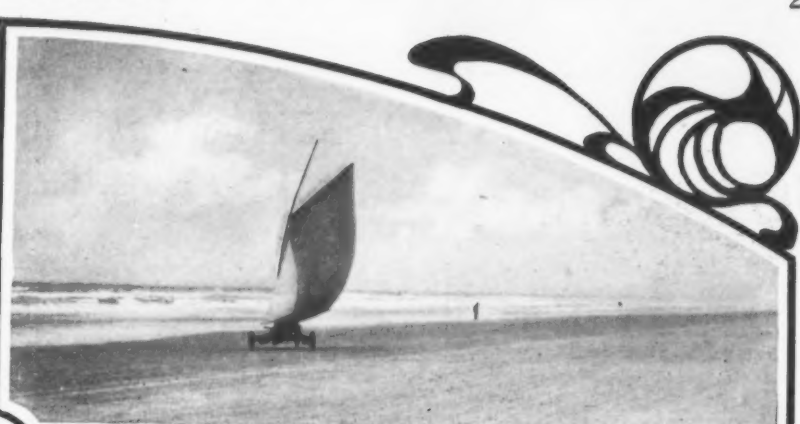
WARREN HARPER.

Tired brain and nervous tension relax under the potent action of Abbott's Angostura Bitters. Label on bottle tells Abbott's.

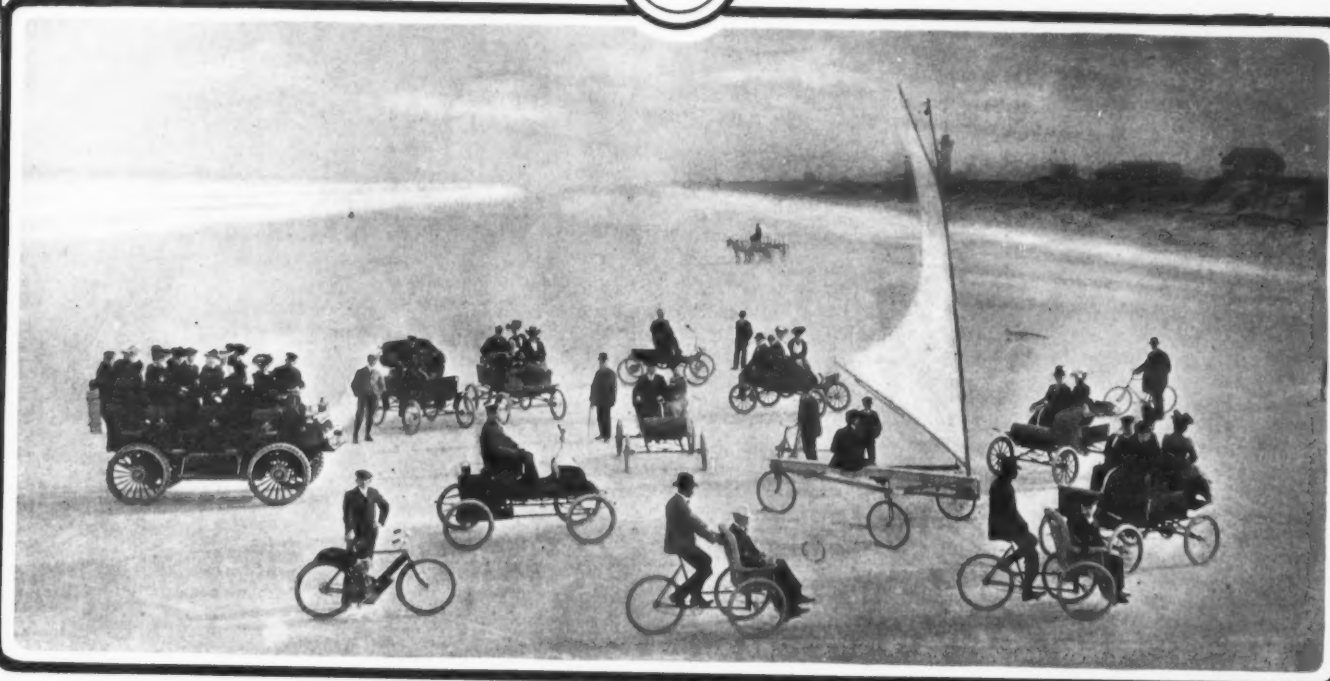




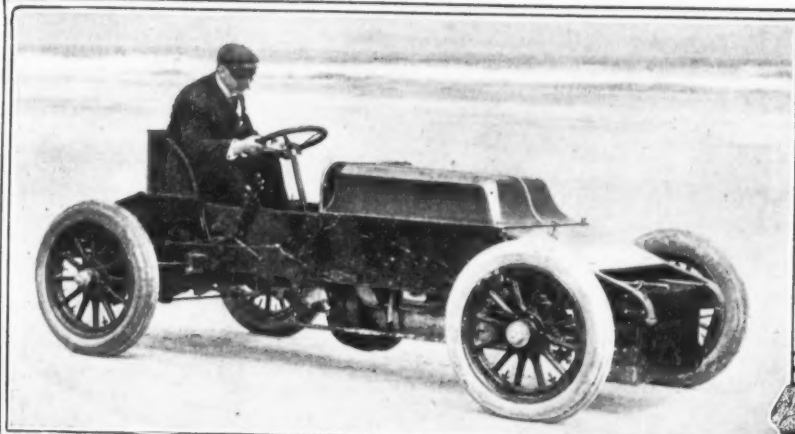
FIRST AUTOMOBILE SEEN IN FLORIDA—STANLEY STEAMER BROUGHT TO ORMOND IN 1900 BY CLARENCE SEAMANS.



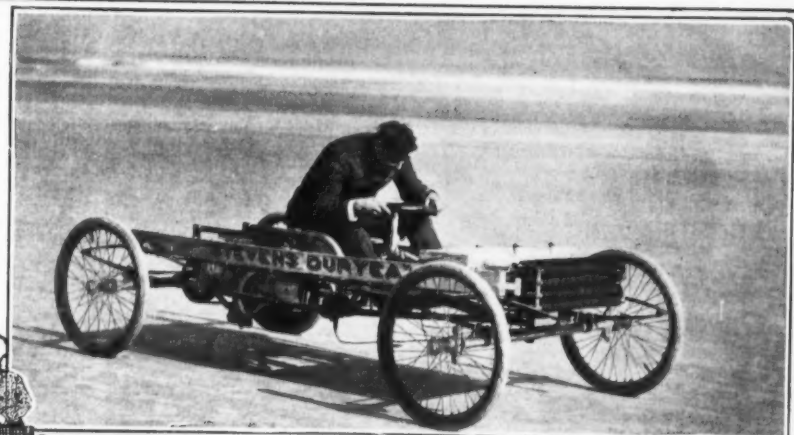
MILL'S AUTO, "SAND SAILER," SPINNING ALONG BESIDE THE SEA AT DAYTONA.



INTERESTING DISPLAY OF MODERN VEHICLES ON THE BEACH AT DAYTONA, FLA.



WINTON MAKING HIS RECORD TIME IN "BULLET," IN 52 1-5 SECONDS.



STEVENS-DURYEA SKELETON RACER DOING A MILE IN 57 1-5 SECONDS.



SPECTATORS WATCHING THE AUTOMOBILE RACES AT ORMOND BEACH.



PACKARD "GRAY WOLF," WHICH MADE A MILE ON THE BEACH COURSE IN 46 2-5 SECONDS.

FLORIDA'S AUTOMOBILE COURSE THE BEST IN THE WORLD.  
MAGNIFICENT BEACH AT ORMOND AND DAYTONA, WHERE MOTOR CARS HAVE MADE NEW WORLD'S RECORDS.

Photographs by Harris. See opposite page.





## Kyrle Bellew, the Sailor Boy Who Won a Stage Success

By Eleanor Franklin



ON SEPTEMBER 17th, 1903, the day before Mr. Kyrle Bellew left for Atlantic City, to try "Raffles, The Amateur Cracksman,"

"on the dog," I had a delightful long talk with that most fascinating of so-called *matinée* idols, and together we predicted and bemoaned the failure of his forthcoming production of a play which we both felt sure would run close amuck of public disapprobation. Moral: Never make predictions anent the trend of the public mind. "She is a most onartin critter." Messrs. Liebler & Co. brought Mr. Bellew and "The Amateur Cracksman" to New York, and to the miserable, little old Princess Theatre, on October 27th, and now, in the merry month of March, he is running on serenely, having been evicted from the little fire-trap Princess by public officials acting for public safety, whence he moved to the somewhat less dangerous Savoy, and his company of players are smiling a prosperous smile at the hard times that are making the "Rialto" look like the good old summer time, and singing to themselves, "Other plays may come and go, but we go on forever."

Kyrle Bellew doesn't deserve to be such a successful actor. He has a most distinctive personality—the first requisite, according to modern standards, for success on the stage—and he has talent which sometimes borders on genius—or did in the good old days when he played other things besides romantic drama and lurid melodrama. He is a conscientious worker in the vineyards of Thespia and he can excel the most excellent in courtliness and Chesterfieldian grace, but he doesn't deserve to succeed because he is bored to extinction with himself and the whole blessed business; and nobody has any right to grow so *blasé* in this most interesting world. But Mr. Kyrle Bellew's ideals have eluded him always—as whose have not?—and he is soul-weary of the chase.

Years upon years ago, when he was a callow youth, without, I imagine, one particle of that charm which tossing gray hair and a fulsome over-ripeness have lent him, he ran away and went to sea. Everybody knows this, of course, who knows the name of Kyrle Bellew, because he doesn't tolerate that most necessary adjunct to all well-regulated actors, the over-worked press agent, for nothing. But in spite of much

reiteration and spectacular exaggeration, it is a fascinating thing to dwell upon and picture to one's self this bonnie brow youth going out from the security of a quiet English home to try his fortune on the rolling billows of the deep blue sea. And they are "rolling billows," sure enough, when they heave under the keel of a little old tub of a sailing vessel, and it is "over the bounding main," sure enough, from the white cliffs of old England to the gray shores of Australia; and Kyrle Bellew can't speak of it to-day without losing his *ennui* for an instant and being caught up in the same longings which drew him seaward in the old days.

And isn't it fine! Who can blame the man who has lived for months at a time close against the heart of old ocean for being bored to death with the trivialities of the romantic drama? I don't. His fine face glowed with enthusiasm as he talked to me of the "good hours of life," as he called them, when he had stretched himself in the sun on the deck of a rocking old sail-boat in the Southern seas and listened days through to the stirring tales of some old sailor—tales that never ring so true nor sweep so broad and free

know it was so easy, but he was ambitious then, and was willing to meet the difficulties. The chapter of the first application for an engagement

may be skipped without loss, as may all the others, since they read as other stories read, until he found himself one day a famous *Romeo*, thrilling, with his exquisite reading of the master lover's matchless music, the same kind of stout English hearts that had throbbed under the spell of the great Garrick and the insistent, silver-tongued Barry.

It was a consummation devoutly to be desired, and Kyrle Bellew worked hard for it; but as soon, alas! as he had achieved thus much he began to listen again to the voice of the sea, which had never ceased to call him. The glare of the footlights began to look sickly

pale as his mind's eye pictured the glow of the Southern sun's reflection against the burnished bosom of the ocean. I know, and how gleefully do I sympathize! I can catch in my nostril that glorious salt smell that is like no other thing on earth. I can feel the roll of the sea and hear the wind singing in the sails, and I can know that the insipid pitter-patter of gloved hands in a stuffy theatre might sound faint and far away to ears that were listening to the clash and roar of all the oceans. Who doesn't know the irresistible fascination of the far-away seaport town, filled with its queer bits of God's created conglomerate earth? Who wouldn't gladly drop out of the mad vortex of civilized strife into the mad freedom of

a wide-open, care-nothing world?

I shall never forget the note of regret in Kyrle Bellew's voice as he talked of those "good hours of life." He didn't want any more of the theatre after he achieved what he considered was the best to achieve, so he deliberately left it and went away. Ran away, better expresses it. He broke his contract, flung it to the four winds, and started for the sea he loved and for Australia. But he didn't get very far, alas! for they arrested him and forced him to work out the very letter of his contract, and from that day to this he has been an actor rather against his own inclination. So I say he doesn't deserve to be such a prodigious success. Several times he has dropped out of his profession and gone down to Australia and into the

Continued on page 262.



KYRLE BELLEW AS "BARON SCARPIA" IN "LA TOSCA."—Falk.



AS "ROMEO," ONE OF HIS MOST FAMOUS ROLES.—Sarony.



AS "GASTON DE MARSAC" IN "A GENTLEMAN OF FRANCE."—McIntosh.

as when their accompaniment is sung by the voice of the wind in the taut, living sails. Good hours of life, indeed!

But one day Mr. Bellew found himself back in London, a penniless sailor, lurking in the by-ways of the great world metropolis. This story is a bit of a drama in itself. He went to a theatre one night—as what night didn't he?—being drawn by an irresistible and inexplicable impulse, which his subsequent career has so fully and satisfactorily explained. He had always read voraciously, and he was especially fond of the "Bard of Avon," whose wonderful tales, with their strong Anglo-Saxon flavor, appealed to his good English heart, while their enormous dramatic beauty and power appealed to that palpable thing in him which drew him unresisting toward the theatre. "Why not?" said he to himself, as the spark of ambition began to glow in his boyish brain, "why not?" Why not, indeed, when success lay so easily within his reach? He didn't



"RAFFLES" (MR. BELLEW) PAVES "BUNNY" (STANTON ELLIOTT) FROM COMMITTING SUICIDE, IN A MELODRAMATIC SCENE IN ACT I. OF "RAFFLES."—Byron.

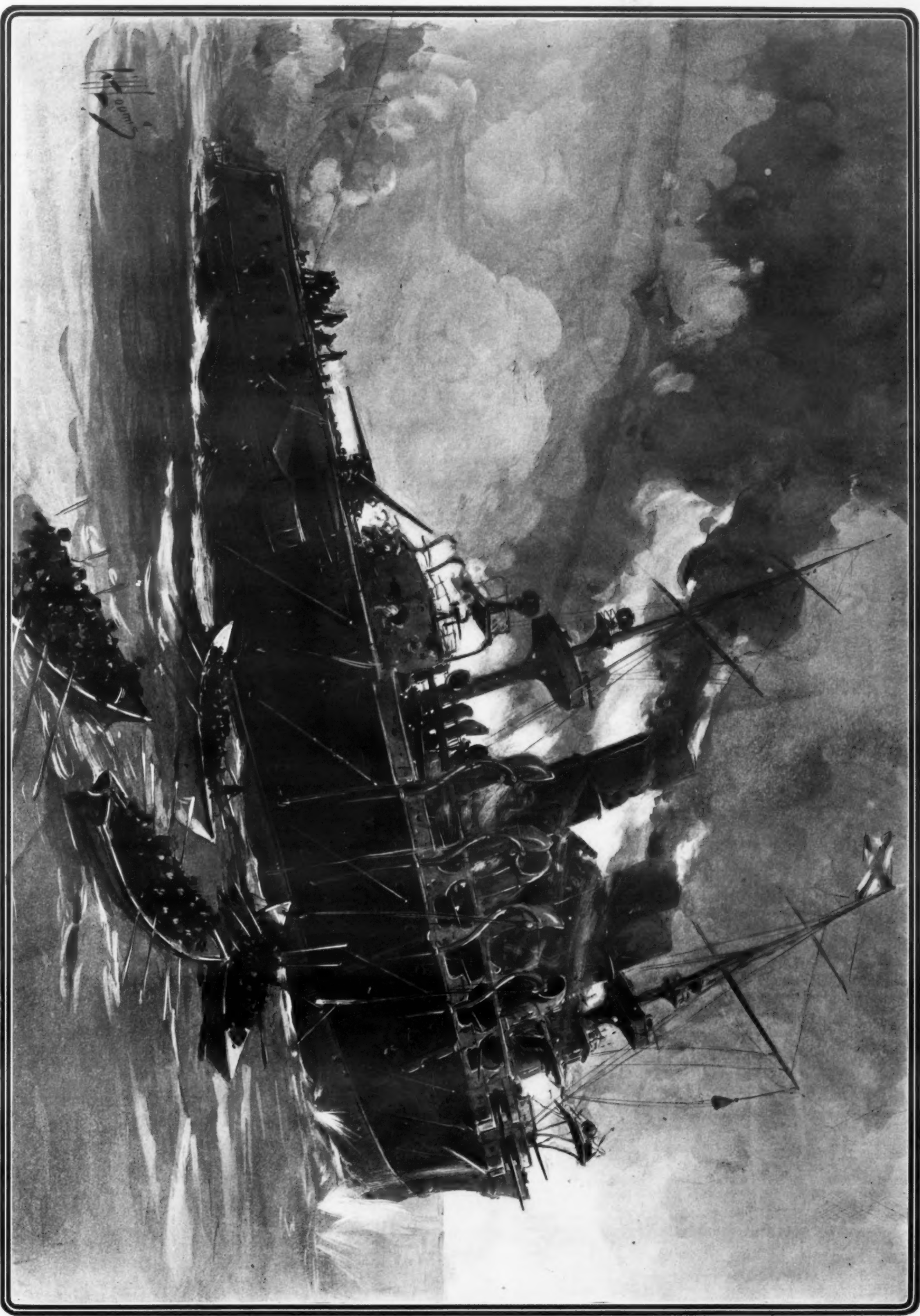


MR. BELLEW IN "THE QUEEN'S NECKLACE," IN WHICH HE APPEARED HERE WITH MRS. POTTER A FEW YEARS AGO. Copyright, 1896, by Falk.



THE AMATEUR CRACKSMAN (MR. BELLEW) AND THE WILLY DETECTIVE (E. M. HOLLAND) IN AN INTERESTING SITUATION IN ACT I. OF "RAFFLES."—Byron.





THE PLUCKY NAVAL VICTORY OF THE JAPS IN CHEMULPHO BAY.  
THE SHOT-RIDDED RUSSIAN CRUISER "VARIAG," AFTER A GALLANT FIGHT, ABANDONED BY HER CREW AS SHE WAS SINKING STERN FIRST, WITH HER UPPER WORKS SMASHED, A GREAT HOLE IN HER HULL, AND MANY MEN KILLED OR WOUNDED.—*Drawn by W. H. Loomis.*





# Railroads Crippled by Terrific Winter Cold

By George D. Shay



THE PRESENT winter has been one of the severest on record, and nowhere has this fact been more keenly realized than on the railroads of the northern part of this country. Not in years has the service on these lines been so seriously crippled. Heavy falls of snow, blown into huge drifts, blockaded the tracks and stalled many a train, and the intense cold, numbing the workmen, seriously impaired their efficiency. Stories have been rife of the privations and sufferings of travelers compelled to remain for weary hours, and even days, in chilly cars, halted in out-of-the-way places and unable to proceed. But their hardships have been trifling compared with those of the trainmen, necessarily, from the nature of their duties, exposed to the bitterest weather. The way in which leading railroads have been hampered is shown by the experience of the New York Central, which at one time had 20,000 freight cars stalled between New York and Buffalo, although every available engine was put on in the effort to overcome the obstacles created by successive storms and the extremely low temperature. The difficulties of the situation were increased by the unusually large amount of the traffic. The trains had to be loaded lightly, and it required nearly three times as many locomotives to handle the business as it would in moderate weather. Every railroad thus hindered in its operations naturally suffered a considerable financial loss.

After the beginning of this year the city of Utica became the storm centre of the severest winter within the history of central New York. The unusually low temperature, coupled with the heavy snowfalls, relegated to the rear the most chronic weather crank with his stories of old-fashioned winters. The long-continued cold weather and almost constant snow-storms proved most disastrous to railroad traffic. For weeks all of the northern railroad lines, running out of Utica, practically gave up attempts to run trains according to their schedules. On the Rome, Watertown and Ogdensburg, the Black River, and the Mohawk and Malone railroads, branch lines of the New York Central, freight traffic was almost entirely discontinued, and the efforts of the officials were directed to keeping up the passenger service.

None outside of railroad circles can appreciate the battle waged by the railroad men against the storm-king. Night and day for a month gangs of hundreds of men were laboring to keep open the lines of the northern roads. Some idea of the expense to which the railroads were put to keep their tracks clear may be gained from the fact that during the month of January \$10,000 was spent for the employment of snow-shovelers alone by the Rome, Watertown and Ogdensburg Railroad, in the territory between Utica, Oswego, and Richland. The pay of the shovelers, which ordinarily was thirteen cents an hour, was raised to thirty cents, but the men refused to work in the cold for that, and were, therefore, given forty cents an hour. Even at that pay the officials experienced difficulty in keeping the men at work. They could not possibly labor under the weather conditions. At Camden, recently, the thermometer sank to fifty-four degrees below zero and hundreds of men were incapacitated by frozen hands and feet. For days at a time all of the northern lines were blockaded. Passenger trains were stalled in places where it was found necessary to carry food to the persons in the cars from the nearest towns by men on snowshoes. One train on the branch of the Lehigh Valley Railroad running from Canastota north was stalled in snow-drifts thirty-two feet high for twelve days, about six miles from Camden, and all attempts to operate the road were abandoned.

In the Utica yards thousands of box-cars loaded with freight were crowded, the congestion resulting from the inability of the road to handle freight for the north. Towns throughout northern New York were isolated for weeks, as the result of the unprecedented heavy snow-storms. During January, coal famines were experienced in all of the smaller towns, and appeals for aid reached Utica daily. Day after day the New York Central made up small trains, a few cars loaded with coal and drawn by the most powerful locomotives in the service of the road, but only occasionally would they succeed in getting through, even with the aid of the giant rotary plows which preceded them. Country roads were impassable in the north during January, and few farmers were able to reach

towns in their section, although many attempted to draw wood to the villages where actual suffering was being experienced from lack of fuel. The few who did succeed in getting through charged such exorbitant prices for their wood as to make it impossible for the poor people to secure more than a bare sufficiency.

The illustration given shows the two engines which hauled a passenger train from Oswego to Utica, over the Rome, Watertown and Ogdensburg. At West Rome the train became stalled in drifts twenty-eight feet high. It took six hours for a gang to shovel the engines and cars out of the snow, which was piled mountain high. When the drifts were gotten into such shape that the rotary plow could buck through them without being derailed, it left a veritable tunnel through which the passenger train passed. It was the huge cuts that baffled the railroad officials. So vast was the amount of snow that it was impossible to do anything but shovel the tracks clear. The banks thus piled up on each side were blown across the tracks again immediately the wind arose. The work of two days, for instance, might be undone in an hour by a high wind. In every city and town along the railway lines railroad men were sick, beaten in their battles with the elements. In the round-houses are related tales of sufferings and endurance which were heroic. It was nothing for brave engineers, who had stuck to their posts for forty-eight hours at a stretch, and who had to be lifted from their cabs at the end of their runs, to come around again to work the next day.

The firemen and hardy brakemen, too, did yeoman service. Night and day they manned the great plows, or remained with stalled trains until human endurance gave out. Moreover, traffic managers, superintendents of motive power, and train-masters were found in the van of the men engaged in clearing the tracks, cheering them on to greater efforts. It was a common sight on the northern lines to see the "old men," as the high officials are called, seated in a flag-shanty drinking hot coffee out of a tin pail after, perhaps, an all-night job on the road with the men shoveling out a stalled passenger train. And it served to show the stuff these men are made of—men who have worked their way up from the bottom of the railroad ladder to the top.

## Negro Education Not a Source of Crime

By Professor Walter F. Willcox, of Cornell University

IN AN article printed in this journal, February 4th and signed by Governor James K. Vardaman, of Mississippi, the following paragraph occurs:

"More than \$250,000,000 has been spent since the years 1861-65 by the white people of the North and the South in a foolish endeavor to make more of the nigger than God Almighty ever intended. How well these efforts have succeeded, this extract from an address by a Northern man attests. I want to call attention to the fact that these statistics are entirely free from suspicion of 'race prejudice,' for they were collected by Professor Willcox, of Cornell University, a native of Massachusetts, and Dr. Winston, president of the North Carolina Agricultural College. These are the conclusions:

- "1. The negro element is the most criminal in our population.
- "2. The negro is much more criminal as a free man than he was as a slave.
- "3. The negro is increasing in criminality with fearful rapidity, being one-third more criminal in 1890 than 1880.
- "4. The negroes who can read and write are more criminal than the illiterate, which is true of no other element of our population.
- "5. The negro is nearly three times as criminal in the Northeast, where he has not been a slave for a hundred years, and three and a half times as criminal in the Northwest, where he has never been a slave, as in the South, where he was a slave until 1865.
- "6. The negro is three times as criminal as a native white, and once and a half as criminal as the foreign white, consisting in many cases of the scum of Europe.
- "7. More than seven-tenths of the negro criminals are under thirty years of age.

The courtesy of the editor has enabled me to deny in a previous issue that the passage is a quotation from me or states my conclusions. But the question who uttered or believes these is of trivial importance in comparison with the questions, What is the evidence for them? and Are they correct? I welcome the opportunity to explain how widely my own conclusions differ from those reached by Governor Vardaman and erroneously ascribed to me, and will do so with reference to each of the seven points enumerated.

"1. The negro element is the most criminal in our population." The main evidence, almost the only evidence, regarding the criminality of different classes is derived from census statistics. The most recent figures on the subject are those of 1890, an inquiry into the subject by the Census Office for the year 1904 being now in progress. The following figures show the number of prisoners in the United States in 1890 of the specified race to each 10,000 total population of that race:

Race	
White	10
Negro	33
Mongolian	38
Indian	55

The preceding figures indicate that the criminality of the negro race is much higher than that of the whites, but lower than that of the Indians and Mongolians. The Chinese and Japanese in the United States are nearly all men, from which class prisoners mainly come. For this reason such a comparison between negroes and Mongolians is misleading, and

probably more accurate comparisons would show the criminality of the negroes to be higher than that of the Mongolians. But I see no reason for doubting the obvious inference from the figures that it is lower than that of the Indians, and therefore I do not believe the first conclusion.

"2. The negro is much more criminal as a free man than he was as a slave." Crimes committed by the negro under the slavery system were usually punished by the master without recourse to the courts. Now there is no master, and the courts must punish the negro criminal, if he is not in most cases to go free. Court records, if tabulated in statistical form, as they are not, would doubtless show a greater amount of recorded crime. But I do not think such statistics would prove the conclusion that he is by nature or habit more criminal than as a slave, nor do I see how it can be established by other evidence than that derived from personal opinion. My experience does not warrant me in drawing any conclusion on this point.

"3. The negro is increasing in criminality with fearful rapidity, being one-third more criminal in 1890 than 1880." The evidence on this point also comes from the census. In 1880 there were twenty-five negro, Indian, and Mongolian prisoners to every 10,000 persons of those races. In 1890 there were thirty-three. The negroes are many times as numerous as the other races combined, and therefore the foregoing figures are substantially true for the negroes alone. How far this increase is due to a change in the characteristics of the race, and how far to an increase in the number of crimes punished by the law, or to the efficacy of the judicial system in ferreting out and punishing crime, it seems impossible to say. I believe there has been an increase in negro criminality, but that the foregoing figures do not afford an accurate measure of its amount.

"4. The negroes who can read and write are more criminal than the illiterate, which is true of no other element of our population." In 1890, among every 10,000 negroes at least ten years of age who could read and write, there were forty-one prisoners, while among every 10,000 illiterate negroes of the same ages there were forty-nine prisoners. The conclusion is thus shown to be incorrect. For reasons which I have not space here to state, I believe that the true difference in favor of the educated negroes is greater than the foregoing figures indicate.

"5. The negro is nearly three times as criminal in the Northeast, where he has not been a slave for a hundred years, and three and a half times as criminal in the Northwest, where he has never been a slave, as in the South, where he was a slave until 1865." The evidence for this statement is also derived from the census. In the Southern States in 1890 there were twenty-nine negro prisoners to every 10,000 negroes, in the Northeast there were seventy-five, and in the

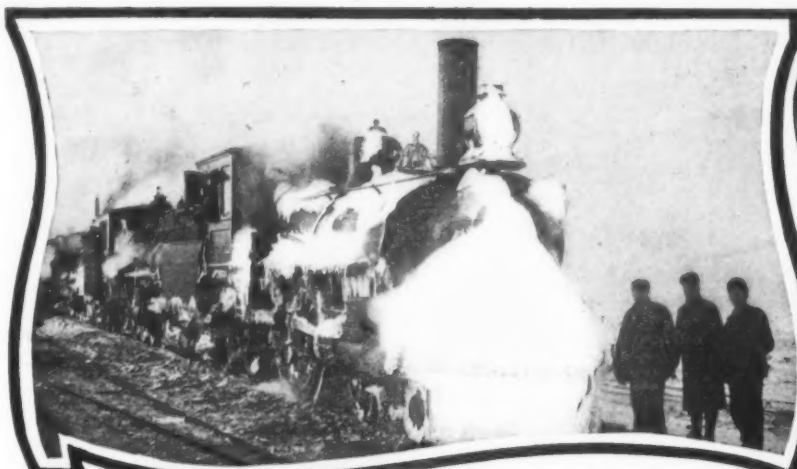
far Western States ninety-five. Governor Vardaman explains this difference as a lingering effect of slavery. It certainly was not due to that. The proof is found in the fact that similar differences exist among whites. In his State of Mississippi, for example, there were fourteen negro prisoners to 10,000 negroes, and in my State of New York there were 100, but in Mississippi there were two white prisoners to every 10,000 whites, and in New York there were eighteen. Are we to explain the low percentage of criminals among Southern whites as also a lingering effect of negro slavery? No; the fact is that crime and criminals are more prevalent in closely settled communities, where any sort of disorder is more likely to lead directly to the prison. Negro criminals are more numerous at the North and the West, partly because there are fewer negro children and more adult men in those sections, but mainly because negroes at the North live especially in the cities, while at the South they live mainly in the country.

"6. The negro is three times as criminal as a native white, and once and a half as criminal as the foreign white, consisting in many cases of the scum of Europe." Negro criminality is undoubtedly far greater than white, and I have little doubt that the foregoing statement is substantially, though not numerically, correct. Perhaps a fairer comparison than that between all negroes and all foreign-born whites would be between the negroes and the foreign born living in the North. In the North Atlantic division, where recent immigrants are most numerous, the negro prisoners relative to population are three times as numerous as foreign-born white prisoners, and in the North Central division they are more than six times as numerous.

"7. More than seven-tenths of the negro criminals are under thirty years of age." This statement is substantially correct. But it should be noticed that more than half of the white prisoners are also under thirty years of age, and that the average length of life of the negroes is several years less than that of the whites, and therefore the proportion of them in the higher ages is small. The figures, however, do indicate a disproportionate and probably an increasing amount of juvenile crime among the negroes.

To sum up: Wherever Governor Vardaman's statements erroneously ascribed to me relate simply to negro criminality they appear to be in fair accord with the evidence and substantially accurate, but wherever they attempt to go beyond this and establish any relation between negro criminality, on the one hand, and negro emancipation or negro education, on the other, unfavorable to freedom or to the schools, they miss the mark entirely. Negro education as at present organized is not a panacea for negro crime, but neither is there any statistical evidence that it promotes or encourages it.





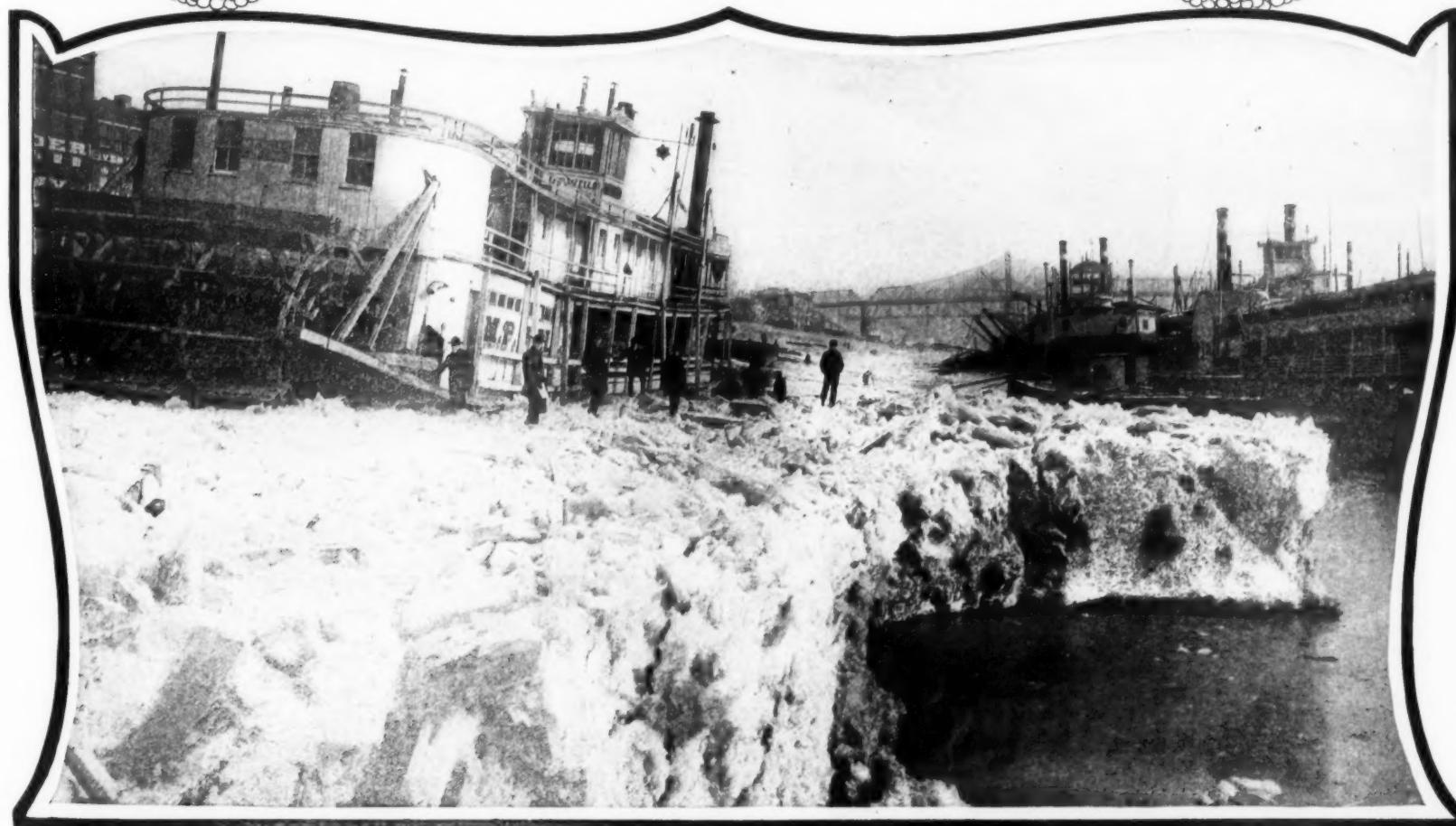
SNOW-COVERED ENGINES OF TRAIN DUG OUT OF TWENTY-EIGHT FOOT DRIFT ON R. W. AND O. BRANCH OF NEW YORK CENTRAL RAILROAD—G. D. Shay.



SNOW-HOUSE AT WASHINGTON BUILT BY A SWITCH TENDER AS A SHELTER FROM THE ICY BLASTS WHICH SWEEP THE CAPITAL.



SHOVELING AWAY MONSTER DRIFTS ON THE TRACK OF THE MANCHESTER AND CONCORD ELECTRIC ROAD, NEAR CONCORD, N. H.—SNOW AT RIGHT IS PILED TWENTY FEET HIGH—G. C. Kimball.



REMARKABLE FREAK OF WINTER—BIG STEAMER AT CINCINNATI, AFTER SUDDEN RISES AND FALLS OF THE ICE-FILLED OHIO RIVER, PERCHED ON A HUGE ICE-FLOE TEN FEET ABOVE THE WATER. Matt Levi.

ONE OF THE COLDEST WINTERS ON RECORD.

STRIKING ILLUSTRATIONS OF THE EXTREME SEVERITY OF THE WEATHER IN THE EARLY MONTHS OF 1904.

See opposite page.





JASPER GOODWIN,  
Coach of the Columbia crew.—In 1878  
he stroked the Columbia crew that  
won at Henley.—Earle.

PREPARING FOR THE TURF SEASON.—Seldom in the history of racing in the East have the prospects for the three big handicaps—the Brooklyn, Suburban, and Metropolitan—been so satisfactory at this season of the year. A glance at the list of

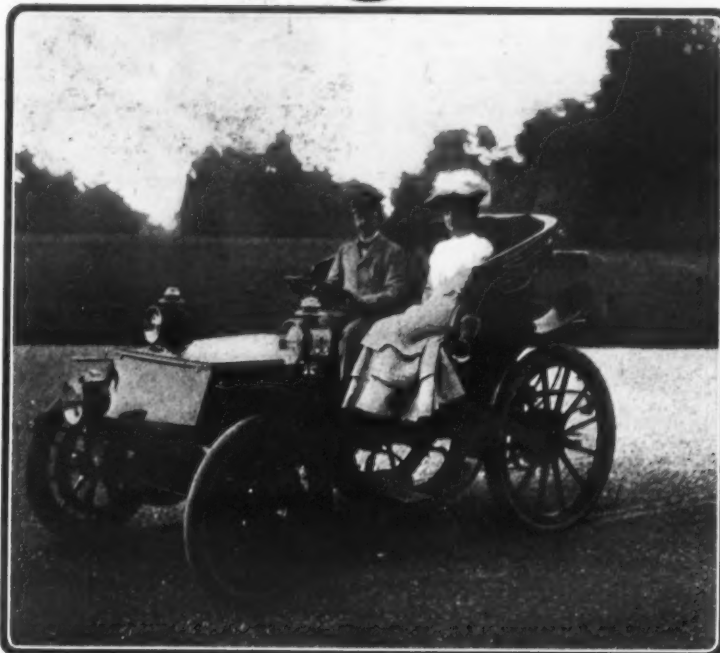
entries and a review of the declarations indicate a series of contests such as few years have known. It has been as unusual as it is gratifying for a winter to pass which has wrought so few changes in the ranks of the entries, while the degree of approval with which the work of Handicapper Vosburgh has been rewarded could not be better disclosed than by the unanimity with which the imposts allotted the top weights have been accepted by their owners. The leading candidates for the three events have all wintered well and are ready to be put in training. The only shadow which the winter is leaving in its wake is the death of W. C. Whitney, and the consequent ineligibility of the candidates nominated by him—Gunfire, Reliable, and Leonidas. Public interest in the discussion of the candidates centres upon Waterboy, the Eastern champion, and his Western rival, McChesney. The two will not come together in the Brooklyn, the first of the big handicaps to be run, as Mr. Haggin's grandson of Watercress-Zealandia is not entered, but they are both in the Suburban, the Brighton Handicap, and one or the other of the two rich stakes will, in all probability, settle the much-mooted question of superiority between them. The post of honor in the Brooklyn is accorded to McChesney, and the most cursory inspection of his races last year showed that he earned it. The sturdy, long-striding chestnut has wintered well, and is considered to be as sound as a dollar. In the Smathers barn at Gravesend he is the picture of health. Waterboy has wintered at the Sheepshead Bay track in charge of "Jack" Joyner, and is perhaps not so far along as McChesney, as he has not received the same amount of outdoor work; but he, too, has improved with his winter's rest, and is in first-class condition. Waterboy's victories have been on metropolitan tracks. By reason of this fact he will attract the larger following when he and "Big Mac" come together, but many Westerners who are close students of form claim that McChesney never ran at his best here.

TRANSFORMATION OF THE GOLF CLUB.—The fact is becoming more apparent that the well-organized golf clubs are rapidly becoming country clubs, whether in name or not. Many, indeed, have dropped the name "golf" and substituted that of "country club." Originally formed, as most of the local clubs were, by golf enthusiasts, the fondness for open-air sports has brought in a large number of other members, who prefer to join the established club rather than organize a new one for some special sport. In this way the parent club becomes a strong body financially, and is enabled much better than small special clubs would be to encourage other sports. A golf club is eminently fitted to do this, for there is always an abundance of land, and the only expense necessary is in the hiring of an extra man or two and laying out the tennis courts. In larger clubs, bowling and other indoor sports have been added, and many of the local clubs that do not assume to be pretentious now keep open all the year, often holding, as Baltusrol, squash, billiard, and pool tournaments.

HARVARD LACROSSE TEAM TO GO ABROAD.—Although nothing definite has been settled as yet, it is probable that the Harvard lacrosse team will go abroad this year, touring through England and playing a game with the combined teams of Oxford and Cambridge universities in return for the contest on Soldiers' Field last Commencement day. The only obstacle to the trip is its

## IN THE WORLD OF SPORTS

By H. P. Burchell



ROYAL MOTORISTS—KING AND QUEEN OF ITALY ENJOYING A RIDE IN AN AUTOMOBILE, THE KING ACTING AS CHAUFFEUR.

expense, which is estimated at about \$2,000, and which will fall entirely on the Harvard management. All that the English universities will promise is a share of the gate receipts—the same that Harvard gave to them on their visit to America. In spite of this fact, however, the Harvard athletes are anxious to take the trip, and it is not likely they will let any expense stand in their way.

ACTIVE GOLF SEASON AHEAD.—Golfing plans for the season are being made with a rush that is indicative of a return to the old-time activity in the game. Last year, although there was plenty to keep golfers busy, it was very noticeable that the number of open and invitation tournaments was not so great as had formerly been the case. Interest in the game among the metropolitan women showed a marked falling off. Whether the revival of tennis had anything to do with this temporary condition of affairs or not, it is hard to say; for while many golf clubs added tennis courts to their attractions, others manifested but little interest in the latter game. At the Morris County Golf Club, where the women players had formerly been noted for their loyalty to golf, more attention was given to tennis, but at Baltusrol, where women's golf has also been a marked feature, tennis practically failed to secure a hold.

THE NEW FAD OF AUTO-BOAT RACING.—The prominence to be given this season to auto-boat races has led to a desire on the part of automobile clubs to have such races conducted so that whatever records are made may be accepted as official, while affording opportunities of ascertaining the future possibilities of motor launches. Some of the criticisms that have been made regarding the new ruling of the Power Boat Association are not entirely justified by the facts. Fault was found with the rule requiring racing auto boats to be able to reverse at a speed of four miles an hour. This is simply following almost literally one of the requirements of the Harmsworth cup contest, for which two American boats are now entered. In the regulations for that race it is expressly stated that each boat in the contest must be fitted with such me-

chanical power as will drive her astern at a rate of speed of not less than four knots an hour in still water. The Sportsmen's Show, recently held in Madison Square Garden, was the gathering-place of motorboat enthusiasts, and many yachtsmen examined the fast boats in the little lake with great interest. Several fast boats have lately been ordered for the challenge cup contest of the American Power Boat Association in June, which has stimulated the building of many very fast boats.





FOND OF THEIR LITTLE MISTRESS.  
F. S. Andrus, New York.



A FOND AND FAITHFUL COMPANION.  
Miss Nellie Coutant, Indiana.



BRIGHT-EYED COMRADES IN ATTENTIVE  
MOOD.—Charles H. Muhler, Maryland.



(PRIZE-WINNER.) THE THREE AFFECTIONATE FRIENDS—A  
LOVING GROUP.—E. C. Crichton, Georgia.



TWO PAIRS OF KIDS.  
Mrs. Marguerita Fodd,  
Cuba.



MOTHERLESS LITTLE PIGS FED FROM BOTTLES BY THEIR  
BOY NURSE.—L. G. Kneeland, Massachusetts.



LITTLE BOSSY'S NOONTIDE  
MEAL.  
E. C. Reynolds, New York.



YOUNG FLORIDA "CRACKER" AND HIS DOG TAKING A RIDE ON A TEN-FOOT ALLIGATOR.  
T. Glen Munford, Florida.



"HOWDY! GLAD TO SEE YOU."  
Frank G. Smith, Michigan.

AMATEUR PRIZE PHOTOGRAPHIC CONTEST—GEORGIA WINS.  
DELIGHTFUL PICTURES OF THE ANIMAL PETS WHICH GREATLY HEIGHTEN THE JOYS OF CHILDHOOD.

(SEE OUR AMATEUR PHOTOGRAPHIC ANNOUNCEMENT ON PAGE 262.)





# Books and Authors

By La Salle A. Maynard

IT IS specially gratifying to learn of the notable success of Mr. Eugene Thwing's first novel, "The Red-Keggers." It has succeeded, no doubt, for the excellent and sufficient reason that "it deserved to succeed," as Sir Leslie Stephen would put it. We are informed by the publishers that an English edition will appear early in the year, and that negotiations for Australian rights are also in progress. A fact that attests its popularity in this country is that "The Red-Keggers" is noted as one of the six best-selling books in many cities East and West. Mr. Thwing is a native of Quincy, Mass., where he was born in 1866. His father, Edward Payson Thwing, D.D., was a well-known Congregational clergyman and a frequent contributor to the periodicals of the day. For some fifteen years past the author of "The Red-Keggers" has been engaged in literary and newspaper work, and has traveled extensively. The genesis of "The Red-Keggers," Mr. Thwing's first serious venture into the world of books, is worth relating. The suggestion and a part of the material for the novel came to him quite unexpectedly while he was preparing to write a story of quite a different kind. He was already partially prepared by personal experience and by acquaintance with men who had lived for years among the scenes to be described, and the impulse to take up the work was too strong to resist, although the other subject of his own choosing, he declares, was laid aside with not a little reluctance. The next two years were devoted to "The Red-Keggers," which quickly enlisted his full interest and thought. Twice after completing the manuscript he destroyed it and re-wrote the entire story, altering it radically each time. He has even confessed that if it were not now too late he would like to repeat the operation a third time.

TO A DEGREE never before attained there is an absorbing interest in the moral and spiritual welfare and development of the child; indeed, there seems to be not a little controversy as to methods and means. It cannot be denied that some older methods are being superseded by the more modern, nor can it be fully conceded that all the other theories and practices must give way to the present-day invasion of newer methods. Yet the question is in the air, and a distinct revival of interest in the youth of the church is everywhere apparent. The Revell announcements of this season contain several contributions to this absorbing and important study, each of distinct value in itself, yet approaching the general topic from several points of view. Their aim appears to be to advance within conservative limits, yet withal to have in mind, first, the winning of the child for Christ. Among recent books on this subject issued by this house are: "The Natural Way," by Patterson Du Bois; "The Pedagogical Bible School," by S. B. Haslett; "The Teacher and the Child," by H. Thistleton Mark; Dr. Schauffler's "Pastoral Leadership in Sunday-school Forces," and "The Child for Christ," by A. H. McKinney.

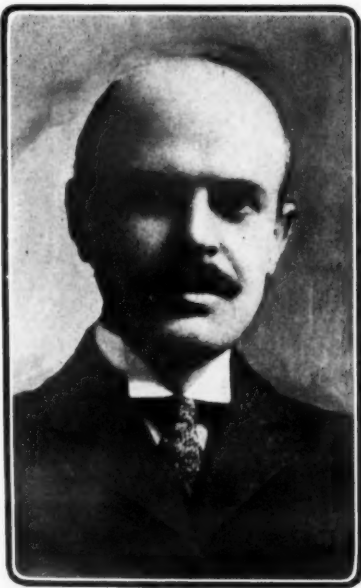
NOT THE least among the attractions of Ernest Thompson-Seton's nature-books are the marginal illustrations and the quaint and amusing sketches of animals which have embellished most of them and which have a good story to tell all by themselves. This work is done by Mrs. Seton, who has won recognition as an artist quite separately from that of her famous husband, and whose successful volume, "A Woman Tenderfoot," is published uniformly with Mr. Seton's books. "Two Little Savages," which has just appeared, has Mrs. Seton's

characteristic and unique title-page and her arrangement of the author's quaint marginal elucidations on almost every page throughout the book, which is fully two hundred pages longer than any other Mr. Seton has written. This book, by the way, is Mr. Seton's first autobiographical writing, in a way, being the story of an adventurous boy, his yearning to know the things of the woods and the ways of woodcraft, and how he learned it all. Not, perhaps, exactly as the author did, but the human feeling of it is as wide and universal as "Robinson Crusoe."

MR. W. W. JACOBS seems to draw upon an unquenchable fund of humor. He has created an environment for his old salts and village cronies. Time and again the familiar figures reappear in the familiar surroundings. And one rejoices that it is so. For their irresistible comicality increases with every reappearance. Thus it is delightful to welcome in Mr. Jacobs's new book, "Old Craft" (Scribners), such old friends as Ginger Dick and Peter Russel in all their untarnished pristine simplicity. The book is something of a companion to "Light Freights," and a serious rival to that amusing collection of stories. Mr. Jacobs's drollery is of the best kind. However humble the *mise-en-scene*, his fun is always wholesome, and, more than that, it is entirely natural and unforced. Constantly one must put down this book and laugh helplessly; yet, even so, unless the reader is ever on the alert he will find that some subtle touch of wit has stolen upon him unawares and half escaped him. This most original of humorists shows that he can still compel mirth as surely as Zeus the Homeric clouds.

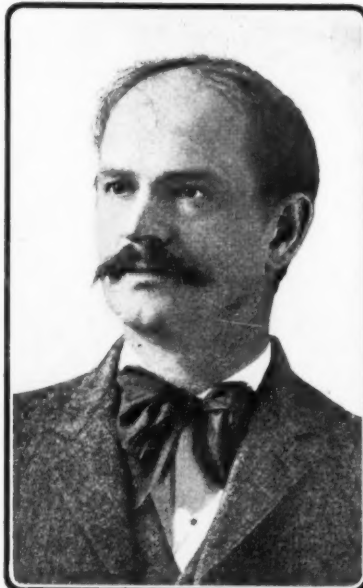
MR. SPENCER'S autobiography, publication of which is promised some time during the present year, was commenced many years ago. So far back as the early 'eighties the "copy" had been set up, and proofs revised and passed. In conformity with his custom of sending proofs of all his matter to Huxley before publication, the philosopher submitted his autobiography to his friend, saying, "See what it is to be known as an omnivorous reader—you get no mercy shown you. A man who is ready for anything, from a fairy-tale to a volume of metaphysics, is naturally one who will make nothing of a fragment of a friend's autobiography." The proofs were dispatched in installments as they came from the printers. To a couple of paragraphs Huxley took exception, as they might be possibly objectionable "to the heirs, administrators, and assigns, if there are any, or to the people themselves, if they are living still." Beyond that he did not think he could improve the story.

THE LIFE recently published of Margaret J. Preston, the Virginia poet (Houghton, Mifflin & Company), has exceptional interest and value in the glimpses which it gives of experience within the Confederacy during the Civil War. Mrs. Preston, who was a sister-in-law of Stonewall Jackson, kept a journal in which she recorded the exciting experiences of herself and family before and after Lexington, where she lived, came into possession of the Federal army. All that she writes of her famous brother-in-law and of General Lee, who, as president of Washington and Lee University at Lexington, became her fellow-townsmen after the war, will be read with deep interest. There is, furthermore, a remarkably graphic description of the execution of John Brown, as given in a letter to Mrs. Preston from her husband, who was an officer of the troops called out by Governor Wise on the day of execution, to prevent a possible attempt at rescue.



EUGENE THWING,  
Author of "The Red-Keggers."

LIKE MANY other authors of the day, Mr. Charles M. Skinner, whose work, "American Myths and Legends," was recently noted in these columns, is a worker in the field of daily journalism, his particular service being that of an editorial writer on the Brooklyn Daily Eagle, that veteran paper which all orthodox Brooklynites "swear by." Mr. Skinner is a frequent contributor to the Atlantic Monthly and other high-class periodicals, and is also the author of several books, but is best known for his studies in American folk-lore and legends. He was one of those who was on the relief-ship Dixie, which was sent to Martinique immediately following the volcanic disaster on that island, and his experiences there have furnished the material for some interesting lectures.



FRANK M. CHAPMAN,  
"The young dean of bird-lore."

His new book bears the mark of a discriminating mind, and is infused with an enthusiasm for American folk-lore which adds not a little to its charm.

MANY readers of "The Sowers" and other stories of the late Henry Seton Merriman are probably unaware of the fact that the real name of the author was Hugh Scott.

He seems to have been possessed with a passion for writing from an early age, but felt compelled to keep his ambition in this direction strictly to himself, since his father had a very poor opinion of authorship as a profession and had him trained for a commercial career. The young aspirant, therefore, wrote in secret and under an assumed name. The first five novels he wrote appeared during the lifetime of his father, who never knew the secret of the authorship. "Yet," he said one day, picking up a copy of a novel called "Young Mistle," "if you could write like this man it would be another thing." "Young Mistle," of course, was the first work of the young man whom he was addressing.

DOUBLEDAY, PAGE & CO. have attempted to make the best and most beautifully illustrated book on the subject of "How to Make a Flower Garden" that has yet appeared. It is written by experts and covers every branch, from practical directions for the individual flowers and shrubs to such subjects as water gardens, window gardens, hot-beds, cold frames, greenhouses, and up to formal gardens and Japanese gardens. The book contains many suggestive accounts of actual experiences in various parts of the country.

BEATRICE HARRADEN'S recent novel, "Katherine Frensham," is having a marked success in England and, indeed, in Europe, it having already been translated into French, German, Danish, and Norwegian. Its success has probably been due to the undertone of tragedy and pathos that gathers about the figures of Clifford and his son. The book has the right, healthful, and courageous outlook on life, and the story holds the interest of the reader because of the mingled humor and anguish that it contains.

FRANK M. CHAPMAN, author of "The Color Key to North American Birds," published by Doubleday, Page & Co., more than any other man, perhaps, is teaching people to know the birds. One of the foremost living ornithologists and a curator in the American Museum of Natural History, New York City, going to some obscure corner of the world each year to get new birds, photographs, and information, he is also one of the most delightful literary writers and lecturers on the subject, finding time, with it all, to edit a magazine about birds—the illustrated Bird-Lore. His private collection of photographs of American birds in their natural haunts is the largest and most remarkable in the world.

A CABLE from London mentions Professor Simon Newcomb's "Reminiscences of an Astronomer" first among the American books which are attracting attention in England. The author was born in 1835, the son of an ill-paid New Brunswick schoolmaster. He made his way out of the condition in which he found none of the learning or beauty he desired, forced promotion by pure merit, and then discovered that those who watched the stars for the government at night had to keep both eyes on politicians by day. Added to tales of inevitable contentions arising from this state of things are the stories of the disagreements of different doctors of science.



CHARLES M. SKINNER,  
Author of "American Myths and Legends."





**KATHARINE KENNEDY,**  
Who recently made her  
theatrical debut as a  
star in "The Kul-  
ing Power," at  
the Garrick.



**FORBES ROBERTON**  
In the rôle of *Hamlet*,  
at the Knicker-  
bocker.  
*Gilbert &  
Bacon.*

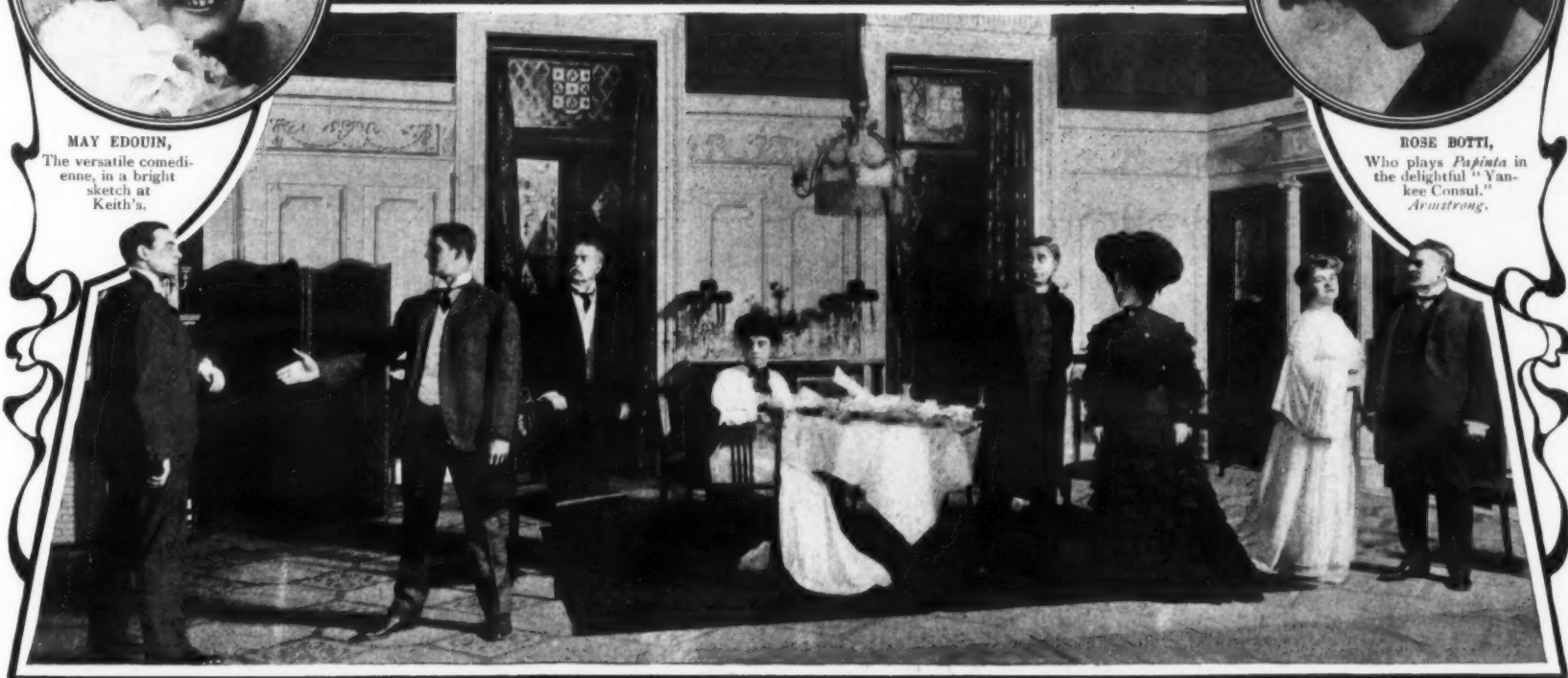


**MAY EDOUIN,**  
The versatile comedi-  
enne, in a bright  
sketch at  
Keith's.



**ROSE BOTTI,**  
Who plays *Pupinta* in  
the delightful "Yan-  
kee Consul,"  
*Armstrong.*

**FLORA ZABELLE**  
And a sprightly chorus singing the "San Domingo" song in the popular  
"Yankee Consul," at the Broadway.—*Byron.*



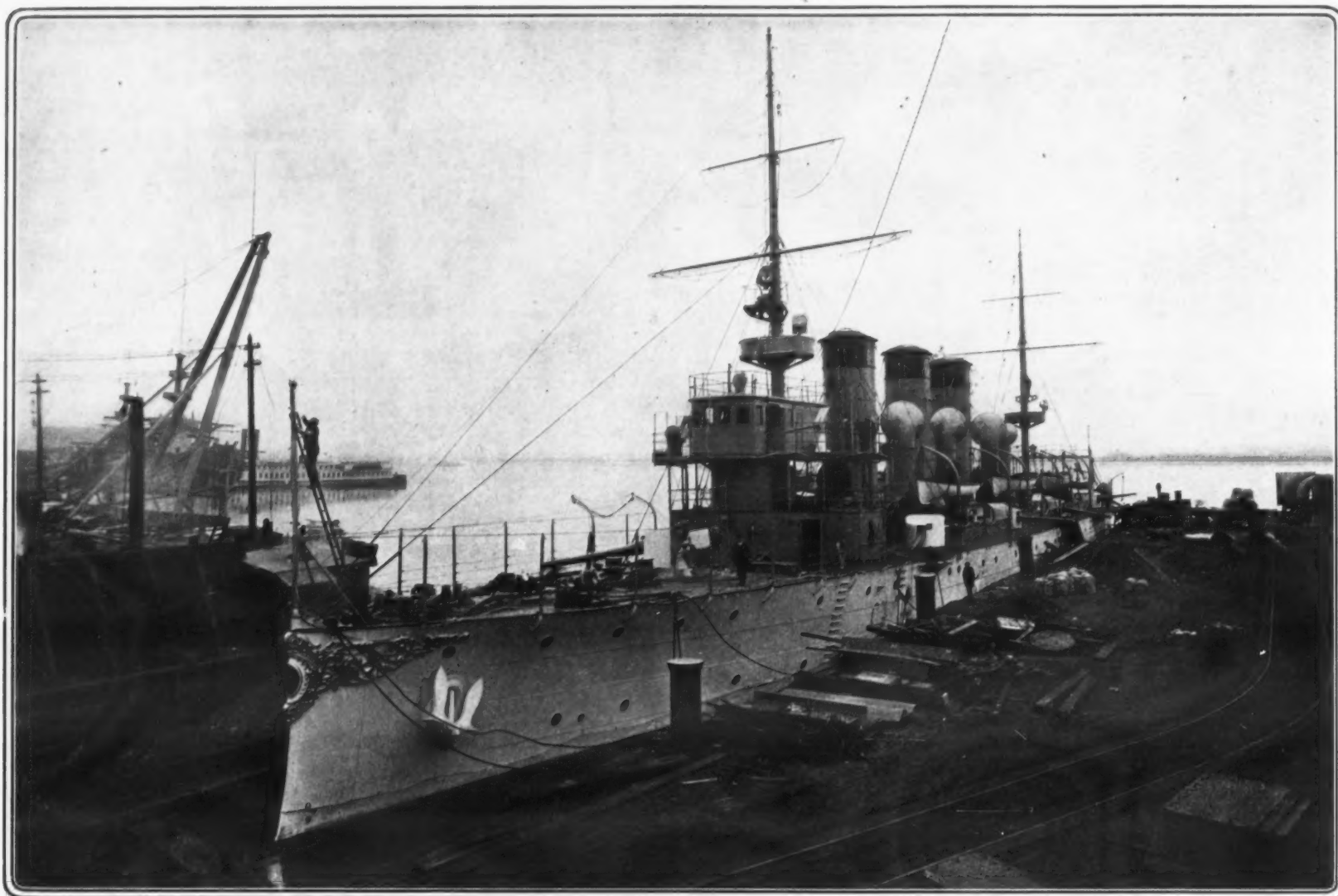
**JOSEPH WHELOCK, JR., LIONEL BARRYMORE, FRANK BURBECK, ELSIE DE WOLFE, FRANK WORTHING, LOU MIDDLETON, SELENA FETTER ROYLE, AND RALPH DELMORE** IN "THE OTHER GIRL," ONE OF THE SEASON'S COMEDY HITS, AT THE EMPIRE.—*Hall.*



THE SCENE WHICH HAS MADE "THE PIT" A SENSATION AT THE LYRIC—"CURTIS JADWIN" (WILTON LACKEYE) ENTERING THE WHEAT PIT, WHERE HIS ENTIRE FORTUNE HAS BEEN LOST.—*Byron.*

EARLY SPRING ATTRACTIONS AT THE NEW YORK THEATRES.  
INTERESTING SCENES FROM POPULAR PLAYS—TALENTED ACTORS WHO ARE MAKING SUCCESSES.





NEW AND SWIFT TURKISH WAR-SHIP UNDER A HURRY CALL.

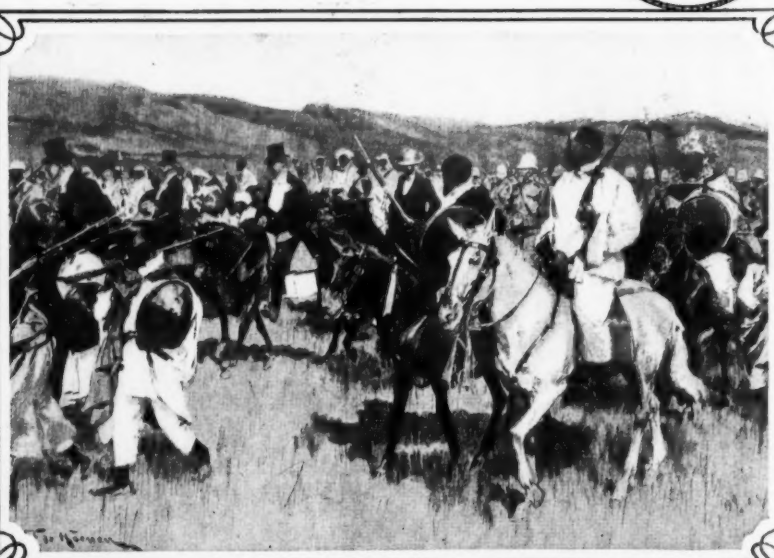
THE CRUISER "MEDJIDIA" (SPEED, 22 1/2 KNOTS), JUST COMPLETED AT CRAMP'S SHIP-YARD, PHILADELPHIA, PREPARING FOR HER RECENT START IN GREAT HASTE FOR CONSTANTINOPLE.—Jennings.



HARRAR, THE CHIEF COMMERCIAL CITY OF ABYSSINIA. AND CAPITAL OF BAS MAKONNEN'S PROVINCE.



MENELIK II., EMPEROR OF ABYSSINIA, SURROUNDED BY HIS MINISTERS, AWAITING THE ARRIVAL OF COMMISSIONER SKINNER IN THE PALACE AT ADDIS-ABABA.



CONSUL-GENERAL SKINNER AND PARTY APPROACHING ADDIS-ABABA, THE ABYSSINIAN CAPITAL. ESCORTED BY MENELIK'S SOLDIERS.

### IN THE DARKEST WILDS OF ABYSSINIA.

PALACE SCENE AND LEADING BUSINESS TOWN IN THE AFRICAN REALM, WITH WHOSE SOVEREIGN HON. ROBERT P. SKINNER, CONSUL-GENERAL AT MARSEILLES, NEGOTIATED A TREATY WHICH WILL FOSTER TRADE WITH THIS COUNTRY.—Bertolini.



## FINANCIAL AND INSURANCE

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### Jasper's Hints to Money-makers.

[NOTICE.—This department is intended for the information of the regular readers of LESLIE'S WEEKLY. No charge is made for answering questions, and all communications are treated confidentially. Correspondents should always inclose a stamp, as sometimes a personal reply is necessary. Inquiries should refer only to matters directly connected with Wall Street interests. Subscribers to LESLIE'S WEEKLY at the home office, at regular subscription rates, namely, \$4 per annum, are placed on a preferred list, entitling them to the early delivery of the papers, and, in emergencies, to answers by mail or telegraph. Address "Jasper," LESLIE'S WEEKLY, 225 Fourth Avenue, New York.

MATTERS on Wall Street are getting no better very fast. What is there in the air, the earth, the sea, or the sky to improve them? The heavy load large financial institutions and leading promoters have been carrying so wearily up hill has not been lightened in the least. Will the burden-bearers wear out before the top of the hill is reached? All depends on how heavy the burden is, and how steep and long the hill. Certainly no help can be expected from the outside. All the world is watching the well-fanned flames of war in the far East, and wondering whether the conflagration will spread and take in all of Europe. In every financial centre the tension is supreme, in view of the bare possibility, daily growing into probability, of such a terrible outcome.

Paris has had one panic, and dreads another. British consols have fallen to the lowest price since 1866. The great money-lenders of London and the continent are watching their funds carefully and beginning to estimate the heavy drain of a fearfully expensive war. It is not surprising that apathy overshadows Wall Street and that sales are shrinking to the smallest since the last presidential election. Our isolation, fortunately, makes us less fearful of war than any other great nation, but it must not be forgotten that our recently acquired colonial possessions in the far East are in the track of the battle-ships of Russia and Japan; that we are the owners of the Sandwich Islands, a coaling and provisioning station of vital importance in the Pacific, and that our borders on the Alaskan coast are but a few hours' sail from those of Russia itself.

But we have less to fear from war, as the outlook now is, than from the probability of business depression, growing stronger every day. When this supreme test comes it will be one not, as in the past, of the earning power of our railway corporations, but of the earning capacity of the new industrial combinations whose shares inumber the market to their limit. Ten years ago bankruptcy compelled the reorganization of a majority of all the railroads in the United States. The present depression, if it equals those of the past, will compel the reorganization of a majority of the industrial trusts organized with inflated capital during the boom period.

The tremendous declines in the earnings of the past year in American Car and Foundry, Pressed Steel Car, and the steel and iron corporations have all been the subject of general comment. There seemed to be almost a collapse in business in the railway equipment industries as well as in all branches of the iron and steel trade. When every shop, foundry, and factory was running day and night it was easy to maintain prices; it was not a question of price with the customer, but a question of getting out the work in time. Competition was eliminated while the boom was on. It is entirely different now. Every foundry, mill, and factory is anxious to keep running. Orders are scarce and prices are cut to obtain them. Pools are broken, agreements disregarded, and prices slashed on every hand.

The announcement that there will be no uniform price for iron ore this year, because of the failure of the members of the ore pool at their recent meeting to reach an agreement, has great significance. The Steel Trust wanted to cut the price fifty cents a ton. The independents preferred to make it seventy-five cents to a dollar a ton on the ground that the price of iron ore should be regulated by the prices of finished products. We heard much during the boom period of the fact that the Steel Trust, controlling such an enormous percentage of the iron ore, as well as the finished product, was reaping enormous profits from prevailing high prices. This was true, and these tremendous and abnormal profits were the basis on which its prodigious capital of more than a billion dollars was fixed.

Those who fixed that capital and who proceeded to sell the shares on a highly fictitious basis to a credulous public did not take pains to tell the latter that the same causes which operated to give the Steel Trust such an advantage when prices were high, would operate just as surely to its disadvantage when prices were low and competition keen. Many of the independent iron and steel makers and iron-ore producers will be able, in spite of the depression, to meet fixed charges and to make some return to stockholders on small capitalizations, while the great Steel Trust, having already dropped the dividends on the common, will find it difficult, in my judgment, to pay those on the preferred. No one need argue this question, because it stands to reason that if Steel preferred were assured of its 7 per cent. dividends, or even of 5 per cent. dividends, it would not sell at prevailing prices. If any dividends of consequence were guaranteed on the preferred shares the 5 per cent. bonds ahead of them would not be a drug on the market around 71 or 72. No first-class 5 per cent. bond sells at such a low figure. Good first-class 3 per cent. bonds bring as much, the Northern Pacific general 3s, for instance, now selling around 70.

It would be one of the strange incidents of Wall Street history if the collapse of Mr. Morgan's inflated Steel Trust some day should happen to precipitate a panic. Those who have worshiped at the Morgan shrine are worshipers there no longer, and from the mouths of those who sang his praises two years ago naught but maledictions are heard. It is not remarkable that his request to the holders of Erie stock to turn over the control of that great railroad corporation to him and his associates, as voting trustees for five years more, is unfavorably regarded. The argument is made that unless control is thus turned over to Mr. Morgan no fixed policy for Erie's future can be assured, because its ownership will be too widely scattered. What an argument this is! Does it not apply equally to every other railroad and industrial corporation?—for every one of them has scattered ownership. Must all of these be "trusteed" in the hands of a few men to manipulate as well as to manage? Haven't the stockholders sense enough to vote each year for any management that wins their confidence? Why must they give up their valuable voting privilege for five years at a time?

"S." Easton, Penn.: Yes, or Erie.  
"Jack," New York: Preference continued for six months.  
"P." Los Angeles, Cal.: Preference renewed for six months.  
"W." Lancaster, O.: Preference continued for six months.  
"McH." Ottumwa, Ia.: Preference continued for three months.  
"A. W." Baltimore: Two dollars received and preference continued for six months.  
"Alder," Canton: 1. A union of interests on conservative lines has been practically agreed upon. 2. Rectified.  
"L." Burlington, Kan.: It is not quoted on Wall Street, and I am unable to obtain its latest report. Do not regard it very favorably.  
"H." Indianapolis: I do not believe in speculative stocks of the character of those to which you allude. If you attempt to realize at any time, it will be difficult to get your money back.  
"T. M." Cincinnati: 1. Proxy received and will be utilized. 2. Cast Iron Pipe preferred has suffered a serious decline, but, in view of the depression in the iron business, offers no particular promise to investors.  
"J. J." St. Louis: Rectified. It might be better to average up, but Manhattan Transit is such a gamble, and so little is known about what it has or expects to have, that I cannot safely advise you. I do not find that it makes regular reports of earnings.

### Big Bodies of Free-milling Ore.

[This series of short articles on the subject of free-milling, low-grade gold ores was begun in the issue of February 14th, and are furnished by The National Underwriting Company, New York Life Building, New York. This company is the acknowledged headquarters for information regarding Thunder Mountain mining matters.]

(Continued from last week.)

REPORTS from the free-milling gold-ore district of Thunder Mountain, Idaho, show the steady development of great bodies of profitable ore, and indicate a future for the district that presents really startling possibilities.

This is so not merely because the ore bodies are so vast, but because the values are found to increase largely as development advances. The values shown by every company which is actively prosecuting work in the district are 'way beyond all expectations for such class of ore, and 'way beyond the values of the free-milling big mines in other sections and in other countries. While it is a fact that all values above three dollars per ton are good profitable values in a country where reduction from the mountain side to bullion can be accomplished at such low cost as \$1.50 per ton, and while it has been expected that an average of five dollars per ton of yield would take the Thunder Mountain district out of all competition as a big enduring gold producer, it is now demonstrated that in the workings of several companies, notably the Sunnyside, the Werdenhoff, the Climax, and the H. Y., the latest work is in ore that averages above twelve dollars per ton, and new depths in many tunnels have run into values of seemingly endless extent laterally, reaching up to seventy and eighty dollars per ton.

Of course such values in refractory smelting ores are not large, but in whole mountains of free-milling ore these values are unheard of, and will make the world richer as well as many persons who acquire a share in the ownership of the properties. Reference has heretofore been made in these articles to the big bodies of ore on the Climax property, and the statement has been made that this company was still accepting subscriptions for its capital stock to complete its milling plant; but now it is announced that the Climax Company has secured sufficient capital to prosecute its work for the present, and its stock is withdrawn from the market. Attention is therefore now called to the big Thunder Mountain H. Y. Company, which owns a large area (nearly 200 acres) of the cream of the district, and which is just now offering stock for equipment at 25 cents for one dollar shares.

This company has had two shifts of men working steadily during the past few months, and has not turned a shovel of dirt which was not paid dirt. It has been running a tunnel in the Dakota claim, which is part of its property, in ore that started at its mouth, at about \$3.50 per ton, and has run into steadily increasing values until at ninety feet it has reached a record of seventy dollars per ton. How much higher these values will go no one can tell, but the results so far obtained are sensational enough to satisfy any person on the lookout for startling things.

The H. Y. Company has a big directorate of fifteen business men and is now the only company of any prominence in the Thunder Mountain district that is offering its stock for subscription. Write for full information to The National Underwriting Company, New York Life Building, New York.

(Continued next week.)

"J." Hazelton, Penn.: 1. The Kings County first four are not a first-class investment, but they are regarded favorably around 80, for a speculative investment. 2. They look better now than the Lack. Steel 5s. No one can tell how severe the depression in the iron trade may be.  
"G. H. H." New York: 1. Smelters preferred is one of the best of the industrials. Dividends have always been earned, and dividends are also being paid on the common. 2. It is not gilt-edged. 3. The common, representing water, is far more speculative. 4. It is as good as any of the industrial common shares that pay dividends.  
"F." Philadelphia, and "J. K." Johnstown, Penn.: Preferred for three months. If your Pennsylvania stock is paid for and held for investment, I would not sacrifice it at prevailing prices. Even though the railroad situation improves, it may sell lower. If it has a serious decline, you might average by buying an equal number of shares at the lowest figure.  
"M." Albany: 1. If it were possible to get an accurate and unbiased opinion by competent authority of the Greene Con. Mines, stockholders would know what to do. Statements of experts are utterly at variance. 2. Its purchase at present is therefore a speculation. As \$10 is the par value, the stock is not extraordinarily cheap, but, in view of the higher figures at which it has sold, many regard it with favor for a flyer. 3. Nothing else remained to be done but to issue new stock or to sell bonds, and the former was preferable under the circumstances.

Continued on page 260.

# EGYPTIAN DEITIES

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*Wm. S. Brown*

## Jasper's Hints to Money-makers.

Continued from page 259.

"A." Cambridge, Mass.: Do not find you on my preferred list.

"E." Duluth, Minn.: Four dollars received. Preferred for one year.

"P." Utica, N. Y.: Preference continued for six months. Two dollars received.

"A." Torrington, Conn.: Four dollars received. You are on my preferred list for one year.

"D." Jersey City: Preferred for three months. Yes, I would hold. The situation is more encouraging.

"D." E. Boston: Report sent. You should be a subscriber to be entitled to the privileges of my preferred list.

"A." Cloverdale, Cal.: One dollar received. You are on my preferred list for three months. The shares are not dealt in on Wall Street, and no report is available. I am not favorably inclined to such propositions.

"A. B. C. S.": Preference given. 1. Insiders have been buying it on every recent decline. 2. I do not regard Pennsylvania shares cheap at 113, in view of the enormous increase in its stock and funded obligations, and the marked decrease in its earnings. 3. Manhattan Elevated.

"L." Hartford, Conn.: The Winona mine does not make a very favorable financial statement, and the repeated assessments indicate that the property is a long way off from a success. The Colton circular does not impress me as of particular consequence. The firm is not a member of the New York Stock Exchange.

"S." Rochester, N. Y.: 1. I have repeatedly answered inquiries about Greene Copper. Its reports of earnings are very favorable, but the management is extravagant and there is question as to the permanent value of its mines. 2. After liquidation extending over a number of weeks, and the consequent accumulation of a short interest, a temporary rise is the natural order of things, but I do not look for a permanently higher market before election. 3. I would not be surprised if it did.

"H." Troy, N. Y.: The new board promises an efficient business management, and with normal weather this summer the earnings of the American Ice Company should make the best showing in years. It is understood that arrangements will be made to engage in the coal business in the winter months. This is one of the most practical recommendations of the stockholders' committee, and it ought to be carried out. The new board is abundantly able to provide the necessary funds for that purpose.

"C. K." Chicago: 1. Erie first preferred is certainly the best of the Erie shares, but it must not be considered as a permanent 4 per cent. investment until the condition of the property is vastly improved. 2. The surplus of the National Biscuit Company, and the danger of acute competition at any time, does not justify belief in the permanence of the 4 per cent. dividends on the common. Some day the company will realize that it would have been better to have accumulated a larger surplus and working capital.

"D." Little Falls, N. Y.: 1. The Steel Trust first 5s were issued largely to Mr. Carnegie, and are a lien on all the properties of the trust now held or that may be acquired. Very few of them are on the market. They are good. 2. A very good bond netting 4.70 is the first mortgage 4 per cent. of the Milwaukee Gas Light Company, offered by Kountze Bros. at 90 and interest. Other bonds netting fair returns and standing well include the Northern Pacific gen. 3s around 70, the Oregon Short Line 4s around 90, and the Erie gen. 4s around 84.

"Marine." Boston: The statement was an inadvertence. The International Mercantile Marine is capitalized at \$120,000,000, half common, half preferred, and the bonded indebtedness is about \$91,000,000. It is much more highly capitalized than its competing lines, some of which pay very generous dividends. Recent changes in the management of the Mercantile Marine, I believe, mean a large saving in expenses and considerable additions to its earnings, and for this reason, and moreover because of the fact that it is one of the special corporations in which the Morgan interests have much pride, I have regarded the common and preferred shares as a fairly good speculation.

Continued on page 261.

## Life-insurance Suggestions.

[NOTICE.—This department is intended for the information of readers of LESLIE'S WEEKLY. No charge is made for answers to inquiries regarding life-insurance matters, and communications are treated confidentially. A stamp should always be inclosed, as a personal reply is sometimes deemed advisable. Address "Hermit," LESLIE'S WEEKLY, 225 Fourth Avenue, New York.]

I AM INFORMED by an important authority on insurance that nowhere else in the country does such a promising field for the insurance business exist, and nowhere else have such tremendous strides been made in the business during the past few years as in the extreme Northwest, and especially in the region of Seattle, Tacoma, Portland, and other flourishing towns of the upper Pacific coast. This information is worth noting here for several reasons. In the first place, it may serve as a suggestion to some bright and capable young men who are on the lookout for honorable and lucrative employment and a business chance where the tendency is all upward toward larger and still better things. As every one knows, this is true of almost every business in this same section of the country to-day. The Northwest is rapidly filling up with an intelligent, progressive, up-to-date class of people, and the prosperity it enjoys is a prosperity that is sound, healthy, and that has come to stay. It is the finest and largest field, in brief, now open for brainy, energetic, and ambitious young men—the only

Children will take Piso's Cure without objection, because its taste is pleasant. At druggists', 25c.

In the waterworks of Sohmer & Co., Sohmer Building, 170 5th Ave., the reader will find instruments that cannot be surpassed, and the purchaser is perfectly assured of getting the best article in the market at a very reasonable figure.

## SHORTHAND IN 30 DAYS

WE GUARANTEE to teach our course in Shorthand complete in 30 days study of 5 hours each. No ruled lines; no position; no shading; dots, no dashes. No long and wordy notes to confuse. Easy, simple, speedy, practical. Students in high-grade positions. Employers pleased. Lawyers, doctors, literary folk, clubwomen, can now acquire shorthand with ease for use in their callings. No need to spend months, as with old systems. "Boyd's Syllabic System," 20th century wonder, in the best. Free Lesson sent free with testimonials, booklets, etc. Write to-day. **CHICAGO CORRESPONDENCE SCHOOLS**, (Incorporated) 31 National Life Building, Chicago, Ill.

## I. W. Harper Rye.

"On Every Tongue."

For gentlemen who appreciate quality; for the weak who need to be strengthened; for the careful physician who requires purity; for everybody who knows a good thing. Sold by leading dealers everywhere.

BERNHEIM DISTILLING CO., - - Louisville, Ky.



THE BREW FOR YOU

*Miller*  
the best  
**Milwaukee Beer.**  
**MILLER BREWING CO.**  
MILWAUKEE U.S.A.

kind of men the life-insurance business calls for, and the only kind of men who can succeed in it anywhere. The statement referred to is also significant in its bearing on the character and present status of the people in the region in question. No better criterion exists, in my judgment, as to the intelligence, the industrial and commercial enterprise of any community, than the extent to which it is interested in the regular life-insurance business. This interest speaks for thrift; it speaks for prudence and foresight; it speaks for sound business judgment and the elements of sound character and good citizenship. A community of ignorant and narrow-minded backwoodsman, or a frontier town full of reckless and restless adventurers, would offer few opportunities for an insurance solicitor unless he might be a representative of a quick-rich concern in search of easy and credulous victims. Every one knows that the Northwest is not being settled up by either of these types of people, and no better evidence of this could exist than the fact recorded at the outset of this paragraph.

"C." Woonsocket, R. I.: The Provident Savings policy would be entirely satisfactory.

"Pacific": I do not like the scheme. If you are seeking insurance do not mix it up with anything else.

"D." Chas. Lake, N. Y.: It has still to prove its stability, and has had a precarious career. I do not recommend it.

"G." Anaconda: 1. The Northwestern Mutual stands well. 2. I do not think so. All are about on the same level.

"M." Blissfield, Mich.: 1. Not one of the best. 2. I do not regard it with favor. 3. The Provident Life and Trust, of Philadelphia, makes an excellent report of its business, and is favorably regarded.

"McC." Shiloh, O.: 1. The Home Life, of New York, is an old company, not one of the largest, and showing much strength. Of course it does not compare in magnitude with the three great New York companies. 2. I think well of its dividend endowment.

"S." Roanoke, Va.: 1. It would be well to continue your policy if you can afford it. If you drop it you will lose what you have paid in, as you have only begun to insure. The company is good, and every year that you pay the premium brings you nearer to the endowment payment. 2. The forms you have chosen are excellent and the companies safe.

"B." Camden, N. J.: Your reasoning is entirely correct. At your time of life it would be well to provide for the future by taking out a twenty-year endowment, so that before you are fifty years old you will have assured to you a certain amount of capital. Meanwhile, if you meet with reverses, your policy will still have a reasonable value. There is little difference in the policies or the terms offered by any of the leading companies.

*The Hermit*

## AGATE NICKEL-STEEL

Kitchen Utensils Having This TRADE MARK (burned in the enamel) are **SAFE** We Make 1520 Kinds



There must be some reason why the Mrs. of AGATE NICKEL-STEEL WARE attach a blue label to every piece showing Chemist's Certificates that the Enamel is absolutely free from poison. Cost any more? Yes, a little; send for booklet and see why.

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Complete from HEAD to TOE in latest Style FREE SAMPLES and Measurement Blanks.

TO INTRODUCE DIRECT TO THE WEARER OUR CUSTOM TAILORING we will make the first ten thousand suits in 1904 made to measure sent us for only \$10 and give the following complete outfit FREE. Actually \$28 value for only \$10 and nothing to pay till after you receive the suit and free outfit and find it just as represented. Send us your name and postoffice address, and we will send you FREE SAMPLES OF CLOTH, 5-foot tape line & measure ment blank for size of Suit Hat Shirt and Shoes.

A GENUINE CHEVIOT SUIT made to measure in the latest English Sack style, well made and durably trimmed, such a suit as some tailors charge... \$20.00  
A Dunlap black, Derby or Fedora Hat... \$2.50  
A pair of stylish Lace Shoes, the new queen last... 2.50  
A Percale shirt, detachable Collar & Cuffs... 1.25  
A Neat Silk Four-in-hand Necktie or Bow... .50  
A pair of fancy Web Elastic Suspenders... .50  
A Japanese Silk Handkerchief... .50  
A pair of fancy Lisle Thread Socks... .25  
Thousands of American citizens pay daily for this... \$28.00  
CENTS' COMPLETE OUTFITTING CO., Dept. 65, 242 Market St., Chicago, Ill. Reference: First Nat'l Bank, Chicago; Capital \$125,000,000



# DEAFNESS CURED

A Device That Is Scientific, Simple, Direct, and Instantly Restores Hearing in Even the Oldest Person—Comfortable, Invisible, and Perfect Fitting.

190-Page Book Containing a History of the Discovery and Many Hundred Signed Testimonials From All Parts of the World—SENT FREE.



The True Story of the Invention of Wilson's Common Sense Ear Drums Told by Geo. H. Wilson, the Inventor.

I was deaf from infancy. Eminent doctors, surgeons and ear specialists treated me at great expense, and yet did me no good. I tried all the artificial appliances that claimed to restore hearing, but they failed to benefit me in the least. I even went to the best specialists in the world, but their efforts were unavailing.

My case was pronounced incurable! I grew desperate, my deafness tormented me. Daily I was becoming more of a recluse, avoiding the companionship of people because of the annoyance my deafness and sensitiveness caused me. Finally I began to experiment on myself, and after patient years of study, labor and personal expense I perfected something that I found took the place of the natural ear drums, and I called it Wilson's Common Sense Ear Drums, which I now wear day and night with perfect comfort, and do not even have to remove them when washing. No one can tell I am wearing them, as they do not show, and, as they give no discomfort whatever, I scarcely know it myself.

With these drums I can now hear a whisper. I join in the general conversation and hear everything going on around me. I can hear a sermon or lecture from any part of a large church or hall. My general health is improved because of the great change my Ear Drums have made in my life. My spirits are bright and cheerful; I am a cured, changed man.

Since my fortunate discovery it is no longer necessary for any deaf person to carry a trumpet, a tube or any other such old-fashioned makeshift. My Common Sense Ear Drum is built on the strictest scientific principles, contains no metal, wires or strings of any kind, and is entirely new and up-to-date in all respects. It is so small that no one can see it when in position, yet it collects all the sound waves and focuses them against the drum head, causing you to hear naturally and perfectly. It will do this even when the natural ear drums are partially or entirely destroyed, perforated, scarred, relaxed or thickened. It fits any ear from childhood to old age, male or female, and aside from the fact that it does not show, it never causes the least irritation, and can be used with comfort day and night without removal for any cause.

With my device I can cure deafness in any person, no matter how acquired, whether from catarrh, scarlet fever, typhoid or brain fever, measles, whooping cough, gatherings in the ear, shocks from artillery or through accidents. My invention not only cures, but at once stops the progress of deafness and all roaring and buzzing noises. The greatest aural surgeons in the world recommend it, as well as physicians of all schools. It will do for you what no medicine or medical skill on earth can do.

I want to place my 190-page book on deafness in the hands of every deaf person in the world. I will gladly send it free to anyone whose name and address I can get. It describes and illustrates Wilson's Common Sense Ear Drums and contains bona fide letters from numerous users in the United States, Canada, Mexico, England, Scotland, Ireland, Wales, Australia, New Zealand, Tasmania, India and the remotest islands. I have letters from people in every station of life—ministers, physicians, lawyers, merchants, society ladies, etc.—and tell the truth about the benefits to be derived from my wonderful little device. You will find the names of people in your own town and state, many whose names you know, and I am sure that all this will convince you that the cure of deafness has at last been solved by my invention.

Don't delay; write for the free book to-day and address my firm—The Wilson Ear Drum Co., 1606 Todd Building, Louisville, Ky., U. S. A.

## Dixon's Pencil Guide

A book indexing various vocations and giving list of pencils best suited to each—is valuable information for pencil users—free.

Saves Pencil Troubles

Write for one to-day—keep it handy for reference.

Department Y

Joseph Dixon Crucible Co. Jersey City, N. J.

## Jasper's Hints to Money-makers.

Continued from page 260.

"P." Tacoma: Preferred for six months.  
"Ignorant." Cincinnati: Answer by letter.  
"W. L." St. Louis: Preferred for six months.  
"A. S." Rochester: Preferred for three months.

Wired.  
"Jack." New York: Paper was properly addressed.  
"F." Providence: I would have nothing to do with either.

"C." Detroit: I included customary charges for depreciation, sinking fund, and so forth.  
"R." Brooklyn: Impossible to obtain sufficient facts upon which to base a conservative judgment.

"Ice." Toledo: Preference continued for six months. The newspapers will no doubt give it fully.  
"H. H." New Orleans: The Texas land scrip is better. 2. Yes. 3. Not much difference. 4. A savings bank or trust company.

"R." Scranton, Penn.: Preferred for three months. I do not regard the proposition with great favor as an investment.  
"Vindex": 1. Yes, unless business conditions materially change. 2. Yes, though on a declining market you might get it lower.

"K." Hammond, Ind.: Preferred for six months. 1. It may be, but in the long run it ought to yield a handsome profit, if the new management meet expectations.  
"X. Y. Z." Fall River: Preferred for six months.

1. A place where stocks are gambled in, without actually making transfers of the securities. 2. Not unless the business outlook improves.  
"C." St. Louis: If you had read my column carefully you would have noticed frequent comments on the subject. The company has still to demonstrate the commercial value of its invention.

"Sonoma." Cal.: 1. I think well of it. 2. Yes. 3. American Chicle, National Biscuit, U. S. Leather, American Woolen, and Continental Tobacco are among the best of the industrials. None of them fully meets the requirements you lay down, however.  
"P." Dolgeville, N. Y.: 1. I have repeatedly given my opinion of the Wabash stocks. The B debentures are the safest to trade in, and look the cheapest. 2. Not at present. 3. Note suggestions weekly. Situation constantly changes. 4. Minn., St. P. and S. S. Marie.

"J. K. B." San Francisco: Preferred for three months. St. Paul, Reading, Louisville and Nashville, and Manhattan are not liable before October to reach the very low prices of four years ago. They are among the least advisable for short sales. The market is now somewhat over-sold; it would be wise to remember that fact.

"R. E. C." Minneapolis: 1. No advantage outside if your home broker is reliable. 2. I would rather deal in Rock Island preferred than the common. The preferred pays 4 per cent., the common nothing. 3. The outlook does not promise a higher as much as it does a lower range of prices. 4. If Steel preferred were assured of 7 per cent. dividends, it would be cheap. It has no such assurance.

"C. C. C." Canton: 1. It would be tiresome to explain to a neophyte why Metropolitan should sell at 115 and D. L. and W. at 260, both paying 7 per cent., as I would have to relate details of the capitalization and history of both properties. It is enough to say that if Metropolitan is worth 115, in my judgment D. L. and W. is worth 300. The statement to which you refer, I think, mentioned Manhattan Elevated, not Metropolitan. 2. Pullman pays 8 per cent. and has a large surplus to distribute, but obviously it is not as solid a property as a well-established railroad with a small capitalization and enormous earning capacity like D. L. and W. 3. Usually that is the case, unless unforeseen factors enter into the market to disturb it. 4. The Evening Mail or Sun gives all the sales. 5. Subscription extended for three months.

"Laona." Fredonia: 1. An effort to secure a harmonious agreement on a strong board, in the interests of the stockholders, has succeeded. 2. The annual report of the American Ice Company, showing a loss of \$8,400 for the year, is decidedly favorable, as the deficit the preceding year was over \$160,000. This means that, despite high prices at which the ice has been inventoried, and the heavy and largely unnecessary expenses of the company, it was able to come out even at the close of a bad year. With a new management, run on Standard Oil principles, which means earning every penny and saving every penny earned, it is freely predicted that dividends may be expected this year, if we have anything like normal summer weather. There is no doubt that inside interests were large purchasers of the stock, especially the preferred, before the annual meeting.

"W." New Castle, Penn.: 1. It is impossible to say how low any stock will go, as it is impossible to predict what may happen in the war in the East. The market is controlled by many factors. The weather is one of these. The cold winter has diminished railway earnings seriously, and a stormy spring is endangering the winter wheat. In case of a decided slump I would even up on U. P. 2. Ditto on S. P. 3. The Wabash extension will put that road in much better position as an earning power, but until something is done with the debenture B bonds, which are ahead of the preferred stock and which are first entitled to 6 per cent., there will be little prospect of dividends on the preferred, and it therefore looks high enough. 4. Steel preferred looks too high, but a large short interest has accumulated and is no doubt maintaining the price at present figures. 5. Impossible to say.

"Mojave": 1. It is impossible to pass a conservative opinion on the merits of a stock like Amalgamated Copper, regarding which nothing is known outside of a little circle. I still believe that the Amalgamated crowd will finally control the copper situation. Maybe that consummation is nearer than we anticipate. In such a case the stock would no doubt be worth much more. Whether it will sell higher, proportionately, as compared with present prices, than Southern Railway, Erie, M. & T., and Texas Pacific, I would not dare venture to predict. I have little doubt that there is something in the talk that Erie may be shown to have a great interest in the Northern Securities merger decision and that its release from the trusteeship and the recent complications which have tied up the shares in the stock market have been the outcome of a somewhat unexpected situation. 2. No doubt the Amalgamated insiders will get the lion's share of the stock whenever they are ready to move it upward, but they cannot get it all.

"S." Munhall, Penn.: What to do with Steel preferred is a question troubling many thousands of stockholders. A recent estimate, which may or may not be reliable (because the Steel Trust is no longer boasting, as it did at the outset, that it is taking its stockholders freely into its confidence), was to the effect that for the five months ending on the first of March, the net earnings of the Steel Trust were only \$23,000,000. A year ago, for only three months, ending March 31st, the net earnings were over \$25,000,000. On the basis of present earnings, the 7 per cent. dividend on the preferred has not been earned. It would not be surprising if the dividend were reduced at the approaching meeting in April. The trust will hardly dare to pass the dividend entirely, and it may pay the customary 1-4 per cent., and make up the deficit by drawing on the surplus. All this is conjectural. I believe this is to be a very bad year for the Steel Trust and for all other iron concerns, and if the market has a rise I would sell my Steel shares and wait for an opportunity to make a more promising investment.

NEW YORK, March 10th, 1904. JASPER.

PISO'S CURE FOR CONSUMPTION

CURES WHERE ALL ELSE FAILS. Best Cough Syrup. Tastes Good. Use in time. Sold by druggists.

25 CTS.

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To Paint Cheap****AND HAVE IT****Look Better, Wear Longer and Cost Less  
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The cost of painting is a heavy burden. Cheap paints soon fade, peel or scale off and white lead and oil costs so much and has to be replaced so often that it is a constant expense to keep the bright, clean appearance so desirable in the cosy cottage home or the elegant mansion.

**CARRARA PAINT** is increasing in popularity and use at an enormous rate. Last year over one million gallons were used in this country, and over fifty thousand houses were covered with it. The buildings and magnificent hotels of our largest cities, the palaces of our millionaires and cottages of our workmen, the farm houses, barns, store buildings, factories, mills, elevators, warehouses, machine shops, depots and roundhouses are being painted every day throughout the length and breadth of the land with **CARRARA PAINT** because it has proven best. You can use **CARRARA** with a feeling of security that it has stood the test and has given satisfaction in all places where paint is used. Its universal popularity with all people and the satisfactory service it has given on all classes of buildings give you positive assurance that you are getting the best and cheapest when you buy **CARRARA**.

There is but one **CARRARA**. It is made by the Carrara Paint Agency, 60 Carrara Bldg., Cincinnati, Ohio. Anyone having anything to paint should send for fifty free sample colors and our handsome, illustrated booklet, showing many buildings reproduced in all the colors just as they are painted with this great paint. Distributing depots in all principal cities. Write to-day telling us what you have to paint and we will show you how to beautify your property and save half your paint bills in the future.

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Send 10 cents in stamps for new catalogue of Auto-boats, Naphtha or Alco Vapor Launches  
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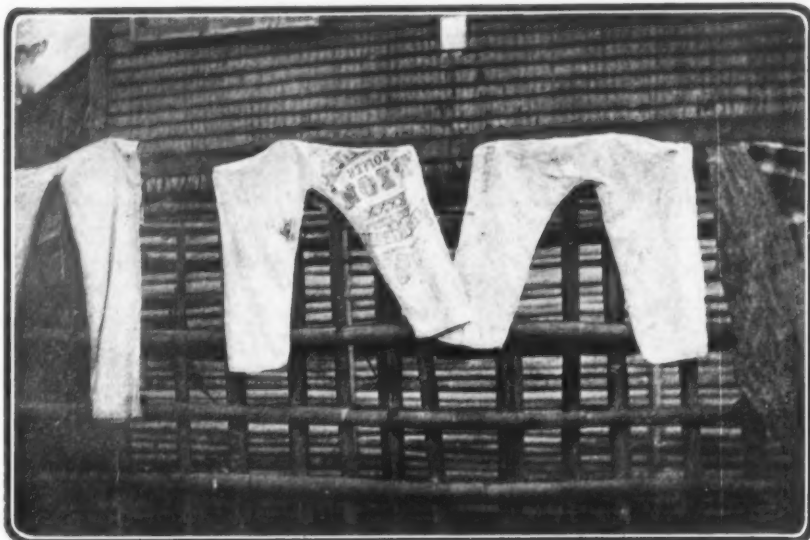
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**United States Press Clipping Bureau**  
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**Flour-sack Suits the Rage in Luzon.**

**THE FILIPINO** is not wasteful with fabrics. He may be shiftless, but he is economical. All flour-sacks are carefully preserved by him and made into quite comfortable suits. The fact that there are several red or blue lines of advertisements across the cloth, praising the brand of flour, does not disturb

wear themselves, or turn the texture into the shop of the native tailor, who takes the proper measurements for suits in a most serious manner. No attempt seems to be made to erase the red and blue letters. The natives do not understand the meaning of the lines setting forth the merits of certain brands of flour, and



SUNDAY TROUSERS FOR FILIPINOS MADE FROM AMERICAN FLOUR-SACKS.—Rice.

the wearer. The natives of the Mariquina valley of the island of Luzon utilize the American flour-sack on more systematic principles than natives of other parts of the Philippines. They not only buy sacks containing flour, but also those that are empty. They wash the sacks and then proceed to manufacture out of them pants, shirts, and other articles of

appear to regard the colored lettering as a correct ornament. They wear flour-sack suits to church, to cock-fights, and other notable events for the *élite*. The texture is tougher by far than the flimsy cotton stuffs that the Chinese sell, and the natives hope that the American flour manufacturers will continue to send good sacks to the Philippines.

**Kyrle Bellew, the Sailor Boy.***Continued from page 259.*

"bush," where he couldn't know that such a thing as civilization existed, but always cupidity has drawn him back to the world and to the theatre, and I am afraid, unless Mr. Bellew purposely bemoans his own motives, that cupidity was his only incentive to artistic effort.

"Why did you return to the stage a few years ago after you had been in Australia for several seasons, and everybody thought you had retired for good?" I asked.

"Oh, I needed the money, that was all," he answered, with engaging frankness.

And yet "art for art's sake" is not a press agent's dream. It really exists. It exists among crowds of sad-eyed actors who, rather than not be actors, would starve through a lifetime, hoping always for the "recognition" which never becomes an impossibility. But once let a man or woman of this most fascinating business learn that he or she possesses "professional value," and "art for art's sake" becomes art for money's sake; only few of them have enough wholesome respect for public intelligence to frankly acknowledge it.

Of course Mr. Bellew returned to the stage because Messrs. Liebler & Co. offered him a sufficiently attractive business proposition, and if we may believe him in regard to this he is going to play until he makes as much money out of it as he at present desires, and then he is going to run away again, back across the sea to Australia, and he declares he will never set foot on any stage again. There are a lot of people, I suppose, who will smile and call this a beautiful "pose," but I am sure it is not. Mr. Bellew has no love for the profession of which he is so distinguished a member, and he genuinely grieves because fate has thwarted his life's ambition, which was to become a captain on a big ocean steamship and live always on the sea. He has shipped before the mast and risen to be first mate on a sailing vessel, but his ambition was the loftiest, and he never achieved it, poor chap! and meantime he has achieved a success which he does not deserve. Fancy crossing on a great ocean greyhound with picturesque Captain Bellew! The traveling public, it seems to me, also missed something in fate's mismanagement of this career.

**Special Prizes for Amateur Photographs.**

ATTENTION is called to four new special pictorial contests in which the readers of **LESLIE'S WEEKLY** are invited to engage. A prize of \$10 will be given for the most striking Decoration Day illustration forwarded by May 9th next; a prize of \$10 for the finest Fourth of July picture reaching us by June 12th; a prize of \$10 for the most acceptable Thanksgiving Day picture coming to hand by November 1st; and a prize of \$10 for the picture, arriving by December 4th, which reveals most satisfactorily the spirit of the Christmas-tide. These contests are all attractive, and should bring out many competitors.

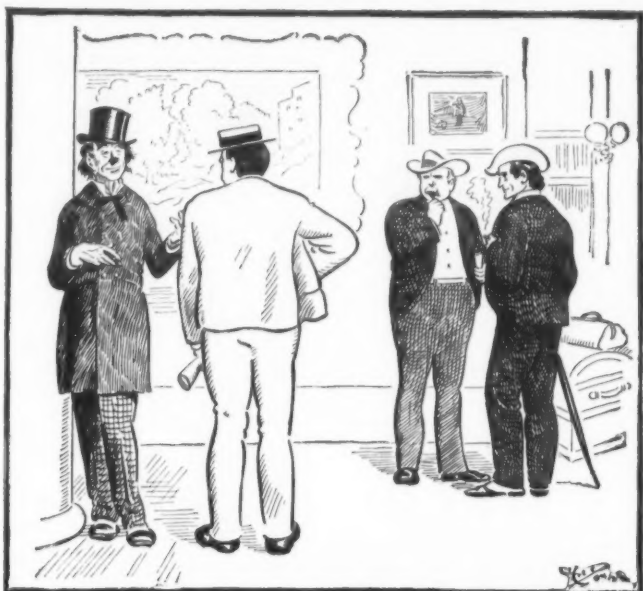
**THE "CAMERA NUMBER" CONTEST.**

All amateur photographers are invited to compete in a special prize contest arranged for the "Camera Number" of **LESLIE'S WEEKLY**, to be issued on April 28th. The entries will close on April 8th. No restriction is placed on the themes of the photographs to be submitted. For the best picture on any subject whatever, intended for this contest and sent to this office by April 8th, a prize of \$10 will be awarded; for the next in merit a prize of \$5; while \$2 each will be paid for all other pictures accepted. The honor and the profit of winning in this competition should stimulate our most skillful amateur artists to their best efforts.

**LESLIE'S WEEKLY** was the first publication in the United States to offer prizes for the best work of amateur photographers. We offer a prize of \$5 for the best amateur photograph received by us in each weekly contest, the competition to be based on the originality of the subject and the perfection of the photograph. Preference will be given to unique and original work and to that which bears a special relation to news events. We invite all amateurs to enter this contest. Photographs may be mounted or unmounted, and will be returned if stamps are sent for this purpose with a request for their return. All photographs entered in the contest and not prize-winners will be subject to our use unless otherwise directed, and \$1 will be paid for each photograph we may use. No copyrighted photographs will be received, nor such as have been published or offered elsewhere. Many photographs are received, and those accepted will be utilized as soon as possible. Contestants should be patient. No writing except the name and address of the sender should appear on the back of the photograph, except when letter postage is paid, and in every instance care must be taken to use the proper amount of postage. Photographs must be entered by the makers. Silver paper with a glossy finish should be used when possible. Mat-surface paper is not suitable for reproduction. Photographs entered are not always used. They are subject to return if they are ultimately found unavailable in making up the photographic contest. Preference is always given to pictures of recent current events of importance, for the news feature is one of the chief elements in selecting the prize-winners. The contest is open to all readers of **LESLIE'S WEEKLY**, whether subscribers or not.

*N. B.—All communications should be specifically addressed to "Leslie's Weekly, 225 Fourth Avenue, New York." When the address is not fully given, communications sometimes go to "Leslie's Magazine" or other publications having no connection with **LESLIE'S WEEKLY**.*





## A NEW SPECIALTY.

BROWN (in background)—"That fellow over there in the high hat made a great hit ten years ago playing 'Ten Nights in a Bar-room.'"

SMITH—"What's he doing now?"

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Rates to St. Louis World's Fair.

Tickets to be sold at very low rates via  
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For the Louisiana Purchase Exposition, to be held at St. Louis, Mo., from April 30 to December 1, 1904, several forms of excursion tickets to St. Louis will be placed on sale by the Pennsylvania Railroad on April 25, as follows:—

Season tickets, good to return until December 15, 1904, to be sold daily at rate of \$38.50 from New York.

Sixty-day excursion tickets, final limit not later than December 15, 1904, to be sold daily at rate of \$32.35 from New York.

Fifteen-day excursion tickets, to be sold at rate of \$26.25 from New York.

Tickets of the forms named above will be sold from other stations on the Pennsylvania Railroad at proportionate rates.

Ten-day special coach excursion tickets will be sold on May 10, and on other dates to be announced later, good going only on special coach trains, or in coaches on designated trains, and good returning in coaches on regular trains, at rate of \$20.00 from New York, \$18.50 from Philadelphia, and proportionate rates, approximating one cent per mile, from other points.

Excursion tickets by variable routes. Season tickets and sixty-day excursion tickets will be sold via variable routes; that is, going by one direct route and returning via another direct route. Variable route tickets will be sold applying through Chicago in one direction at the same rates as apply for season and sixty-day excursion tickets to St. Louis, going and returning via the direct routes.

On all one-way and round-trip tickets, reading to points beyond St. Louis, a stop-over of ten days will be permitted at St. Louis on payment of a fee of \$1.00 and deposit of ticket.

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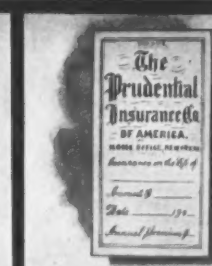
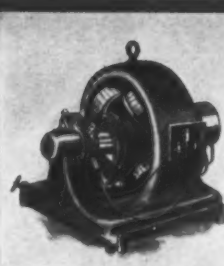
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